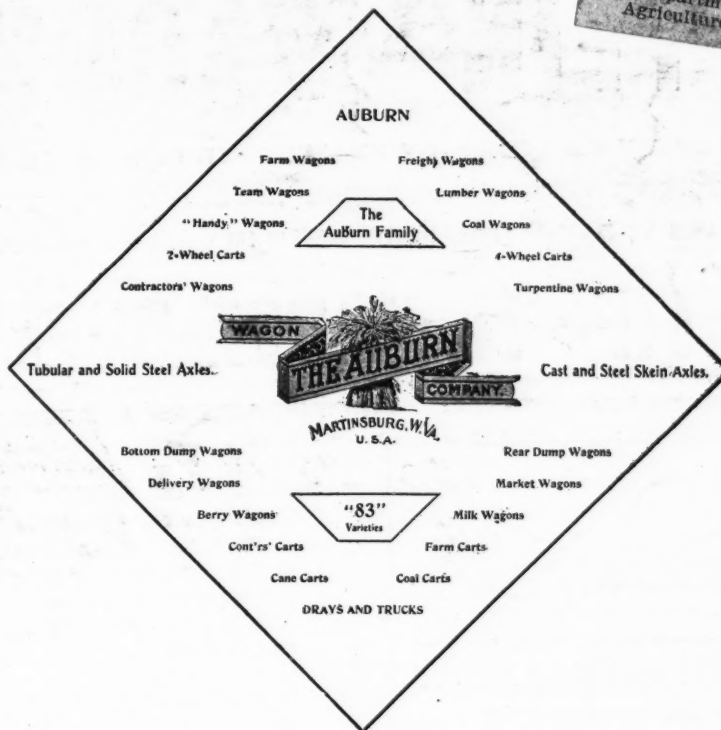


# THE TEAM OWNERS' REVIEW

Official Organ: The National Team Owners' Association.  
American Association of Transfer Companies.

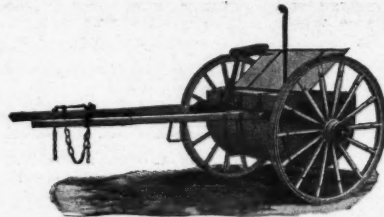
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a  
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The Boston Convention.

JULY, 1909.

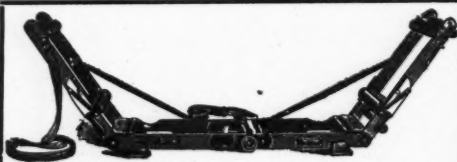
THE TEAM OWNERS REVIEW.



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Made of waterproof canvas  
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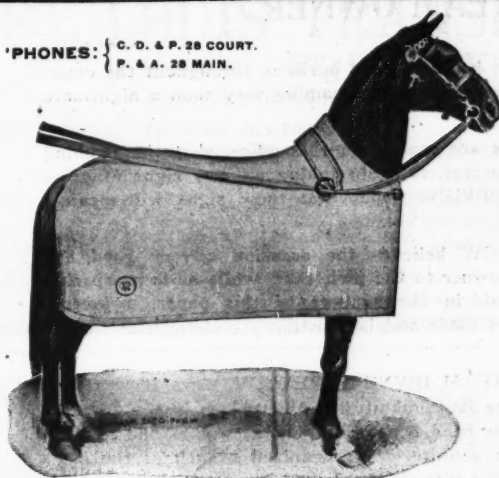
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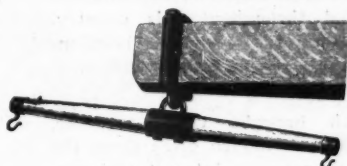
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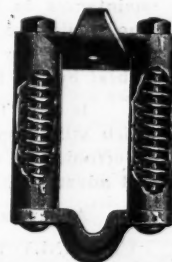
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## THE TEAM OWNERS REVIEW.

### TO THE TEAM OWNER

The financial stringency, which has depressed business throughout the country during the last year, shows every evidence of becoming very soon a nightmare of the past.

From all over the land reports are coming to this office, that the teaming business, which had to suffer with the rest, is again taking on new signs of prosperity, and THE TEAM OWNERS REVIEW hopes that these signs will mean a permanent, lasting improvement.

This being the case THE REVIEW believes the occasion a very good one to call the attention of every team owner to the fact, that, while he is prospering in business, he should not forget to aid in the support of this paper, a journal which in many thousands of ways has made and is constantly making itself useful to him.

Through the efforts of THE TEAM OWNERS REVIEW, since it was first published in 1902, improved conditions have manifested themselves in the teaming trade, by which every team owner has been benefited. What was at one time an unknown, demoralized trade, is now a definite, well organized branch of the commercial interests of this country. This was accomplished through the organization of the National Team Owners' Association, a movement which was for the first time agitated through this paper, and was made an accomplished fact through the efforts of this paper.

The good the National Association has done to the teaming interests of this country is so vast, so far-reaching and so universal, that its influence is now felt everywhere, and it will continue to do so, as the Association grows.

This paper for the first time brought the team owners from the various States of the Union together, and thus aided in the cementation of a social and business relationship, the value of which is priceless.

Is there one of the team owners, who can now count his friends and acquaintances in the business by the hundreds scattered throughout this country, who would like to go back to the time when the horizon of his business relationship among the men in his own trade was limited by the walls of his own office, or at best by the boundaries of his home city?

It was THE TEAM OWNERS REVIEW which brought them together, which still keeps them together, and which from month to month gives them the opportunity to discuss through its columns subjects of common interest and mutual advantage.

And what does THE REVIEW ask in return for this service?

"ONLY THAT EVERY TEAM OWNER SUBSCRIBE FOR THIS PAPER."

Although the readers of this paper now number into the thousands, there are still many team owners who only get the paper when it is sent to them as a sample copy and they do not have to pay for it, and to them we want to say, that the dollar, which the yearly subscription to THE TEAM OWNERS REVIEW costs, is a dollar well spent in your business.

In fact, you cannot invest a dollar in your business, that will bring you a larger profit than this paper does, if you read it from month to month. There is not an issue which does not contain some information pertaining directly to your business, which is not worth to you ten times what the paper costs you for one year.

Send your dollar now and let us enter your name beginning with this issue.

THE TEAM OWNERS REVIEW,

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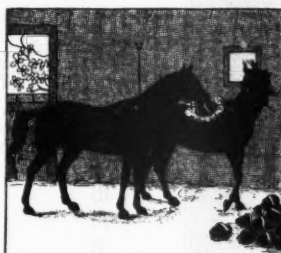
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ARE THE BEST IN THE WORLD.

They will outlast any others; are absolutely waterproof and will not stiffen or crack in the coldest weather. This is a combination that is hard to beat. The leading Teaming Companies all over the United States are using them and you will too, if you will give them a trial. DIFFERENT FROM ANYTHING ELSE ON THE MARKET AND VASTLY SUPERIOR.

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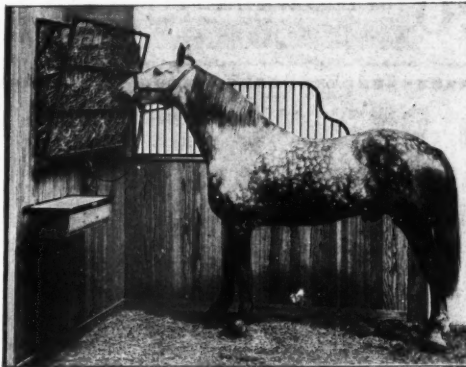
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can be fitted on old wagons as well as new—they are easy to install, requiring little or no attention, oiling but once a month, and are Guaranteed For Two Years.

Write us for Catalogue and Prices.

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**WARREN'S AUTOMATIC FEED RACK  
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will save the hay and grain that your horses are now wasting. They cannot root out the feed and tramp it under foot. All Steel and Galvanized Iron. Strong and Durable and can be installed cheaper than a wooden manger and box.

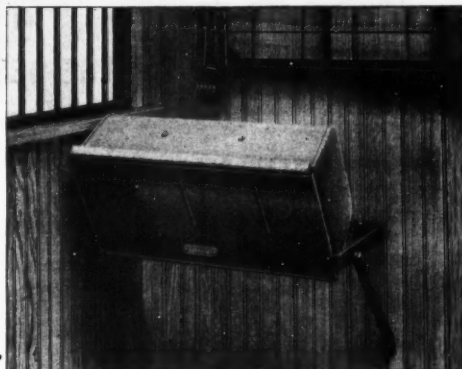
The rack closes automatically as the hay is eaten out so the horse can reach it all but cannot waste a spear.

The cross-rods in the box prevent the horse from rooting out the grain, and it can be easily dumped and kept clean.

The Sanitary feature alone of our Rack and Box should commend their use to all horse owners.

We have equipped the stables of many of the largest firms throughout the country. Do not rely on our say-so, but write us for catalogue and list of customers to whom you may refer.

**The Warren Manufacturing Co., - - Rockford, Ill.**  
 Good Live Agents Wanted.



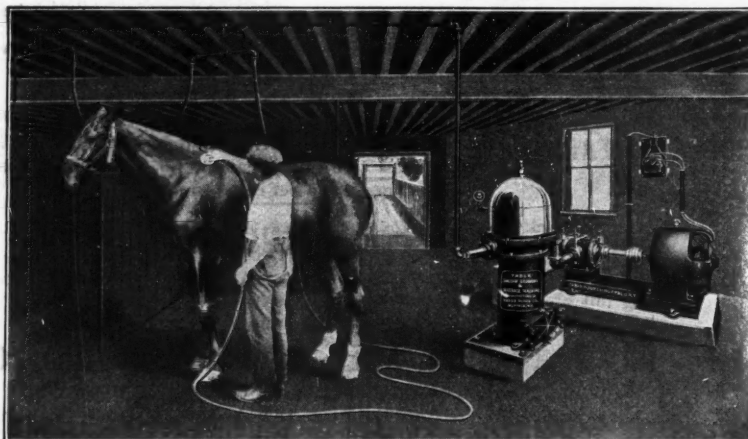
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Grooming Capacity 15, 30 or 60 Horses Per Hour.

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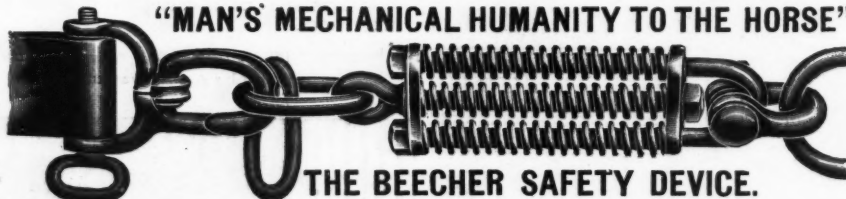
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Write for Illustrated Circular.

**Beecher Draft Spring Co.,**

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Write for Catalogue.

"MAN'S MECHANICAL HUMANITY TO THE HORSE"



THE BEECHER SAFETY DEVICE.

CONVENIENT, DURABLE,  
PRACTICAL.

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**WATER IN THE STABLE A NECESSITY**

THE

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for watering stock is the leader.  
Why not use the best? Write  
to the manufacturers for a de-  
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**POUGHKEEPSIE FOUNDRY & MACHINE CO.**

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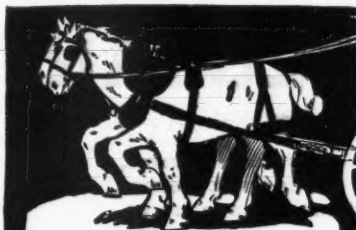
Dr. McKenzie's Norwegian Spavin Cure has stood the test for the past 30 years in the cure of Ringbone, Bone Spavin, Splints, Curbs, Side Bones, Boney Enlargements, Bog Spavin and all kinds of enlargements that can be removed by absorption. The most important part to the owner is that the horse can be put to slow work every day while the cure is going on.

Advice and directions as to treatment on each bottle. This is not a liniment.

Sent by Mail, Price \$1.50

Address **Dr. J. C. MCKENZIE & CO.**

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The soundest and cleanest limbed horses are liable to go lame at any time. Be ready for emergencies. For curing Spavin, Ringbone, Curb, Splint, Swellings and all forms of Lameness, horsemen everywhere acknowledge the superiority of

## Kendall's Spavin Cure

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Dr. B. J. Kendall Co., Enosburg Falls, Vt.  
Gentlemen.—I have used Kendall's Spavin Cure for swollen joints, cuts, bruises and spavin, also for human flesh, with great results. Please send me copy of "Treatise on the Horse and his Diseases."

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## THE "GIBSON" CRUSHER

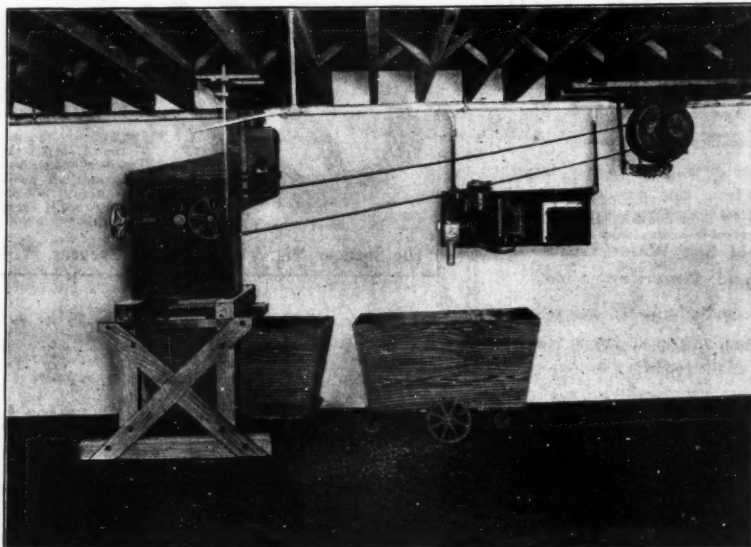
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# THE TEAM OWNERS REVIEW.

A Monthly Journal published in the interest of The Team Owners of the United States and Canada.

ENTERED AS SECOND CLASS MATTER IN THE PITTSBURGH POST OFFICE.

Vol. VIII.

PITTSBURGH, PA., JULY, 1909.

No. 7.

## THE BOSTON CONVENTION.

AN EPTOMIZED ACCOUNT FOR THE HURRIED READER OF THE DELIBERATIONS  
AND HAPPENINGS AT THE  
SEVENTH ANNUAL MEETING OF THE NATIONAL TEAM  
OWNERS ASSOCIATION.

The Seventh Annual Convention will go down into the archives of the National Team Owners' Association as an epoch in the history of that organization. In stating that it was the most successful meeting that has been held by team owners of this country since they first organized in 1903, in St. Louis, is merely giving voice to fact; and in saying this, it is not the intention to convey an impression of disparagement to those conventions which have gone before.

The National Team Owners' Association has become a robust and vigorous being. It has emerged from the incubator of development. It has grown beyond the stage of an experimental uncertainty. It now feels the possession of its strength, power and energy, and in the possession of this feeling, it is no longer hesitating; but realizing the possession of its vigor, it is no longer afraid to form an opinion, and having formed it to take a firm stand wherever and whenever it believes itself to be in the right.

Thus the team owners witnessed in Boston for the first time that the organization came forward as a unit upon the question of the open shop; and the declaration at the convention that it stand from now on, for that principle gives it a ranking position with the other leading employers associations of the country, who declared for this principle heretofore. The subject of the open shop has been discussed at most of the previous conventions, but the discussion never reached further than private meetings of a few, held outside of the convention hall; and while the advocates of that principle were always strongly represented, they were never strong enough to be able to come to the front with the conviction that the meeting as a whole, would be willing to endorse it.

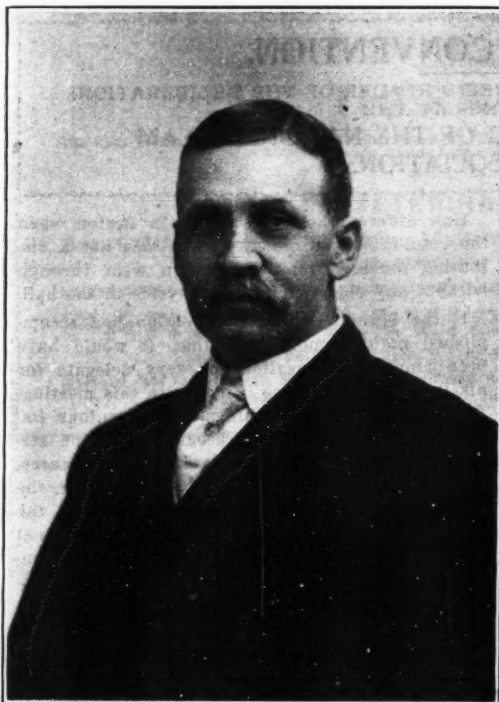
How different however, was it in Boston when the resolution was offered; there was not a dissenting murmur, and the motion went through without any objection from any voice in the hall.

If the Seventh Annual Convention had accomplished nothing more than that, it would have been ample compensation to every delegate for his trouble and expense in going to this meeting. But there were other things of momentous importance. The pecuniary recognition of the services of the president and secretary were features, which marked a movement of progression in the affairs of the organization. Then again, the appointment of the committee from the National body to go upon a legislative mission to the Congressional Halls in Washington, to voice the feeling of the team owners of this country against a tariff on Hay and Oats, was a demonstration of the fact that the teaming industry of this country feels itself strong enough to defend its rights at all hazards.

The Master Teamster's Association of Boston, which had been in active preparation for this convention for months past, were looking forward to the opening day with a feeling of anxious expectancy; and it must be said in justice to them, that their labors culminated in a perfect triumph. The members of the association had divided themselves into numerous committees, each committee having been allotted its share of the work, and to judge by the perfect arrangements which had been made of every detail, it might be said that they did not labor in vain. It is therefore, not to be surprised at, that every visitor who came to this convention, met upon his or her arrival in Boston, a smiling face, a hearty hand shake, and a greeting of sincere welcome. It was the spontaneous outburst of loyal hearts who, feeling

that they had done everything that was possible, they wanted to show their guests how pleasant the task had been to them.

In this connection it would be unjust if the writer were to omit a passing remark of approbation towards the Ladies Committee of the Master Teamster's of Boston, who had charge of the program for entertaining the "gentler" detail of the guests. In their program they had crowded a series of amusements and entertainments of a variety of character that will cause the lady guests of the Boston convention to remember



HUPP TEVIS OF ST. LOUIS,  
The new President of The National  
Team Owners Association.

forever, their sojourn in the American Athens.

The date of the convention had been set for Monday the 21st, but from every part of the country where Team Owners Associations are located, the pilgrimage to Boston began days and days before. Minneapolis, Kansas City and St. Louis started early the previous week, so as not to be late. A delegation from Philadelphia, eighty strong, with a special eye for comfort, made the trip by boat, so did a large number of the New York delegation; and so it happened that the Hotels in Boston, especially the Revere House, were thronged as early as Saturday and

Sunday, with visiting team owners from various parts of the country. The last stragglers arrived early on Monday morning, and when the hour of ten o'clock arrived, the hall was comfortably filled with some hundreds of delegates and guests.

Willis C. Bray, the genial president of the Master Teamster's Association of Boston, opened the meeting, and after a few happy expressions of welcome, introduced Mayor Hibbard. His honor expressed himself as greatly pleased to meet the delegation of team owners, and told them that the city was theirs while they were its guests. He hoped that they would all enjoy themselves, and wished that they might depart with the feeling that next to their home city they liked Boston better than any other.

President Hugh C. Moor, now opened the convention for business in his vigorous style. As the proceedings of the last convention had been sent to all members of the organization, the reading of the minutes was dispensed with. The roll was then called, the following delegates answering to their names:

New York—I. Goldberg, T. McCarthy, J. Wilkes.  
St. Louis—G. F. Jansen, Hupp Tevis.  
Kansas City—D. A. Moore, W. T. Bancroft, A. T. Barton.  
Des Moines—W. L. Hinds.  
Philadelphia—J. Gallagher, Theo. Gabrylowetz, G. L. Tallman, H. C. Moore, J. Sheahan, Jr., M. J. Tracy.  
Cincinnati—Geo. Reichel, H. B. Stueve.  
Springfield—E. W. Oatley.  
Buffalo—J. Wirtz.  
Chicago Commission Team Owners—A. Chard, S. Spahn.  
Minneapolis—J. McReavey, H. E. Eustis.  
Milwaukee—D. P. Neville.  
Boston—A. H. Weeks, W. E. Loveless, L. A. Waterhouse.  
Chicago Team Owners Association—F. C. Weintz, L. Anderson.  
Cleveland—W. H. Fay, C. F. Becker.  
Holyoke—P. J. Kennedy, W. J. Piper, Hastings.  
Albany—Lester Parker, Alex. Scott.  
Boston Piano and Furniture Movers Association—M. J. Lynch, Curtis.  
Rochester—Sam. Gottry.  
Trenton—P. Dolan, J. Ross.  
Providence—C. H. Weaver.  
Officers—R. G. Martin, T. J. Cavanaugh.  
Directors—J. D. Newby, W. J. McDevitt, W. D. Quimby, A. A. Adamy, P. E. Strelau, W. H. Morehouse.

#### INDIVIDUAL MEMBERS.

New London—B. B. Gardner.  
Leominster—W. K. Morse.  
Honorary President—H. C. Knight.

The following committees were then appointed by the President: Committee on Credentials—Williams, of Boston; Reichel, of Cincinnati; Jansen, of St. Louis. Committee on Resolutions—Wirtz, Buffalo; Moor, Kansas City; Dolan, Trenton. Auditing Committee—Wilkes, New York; Becker, Cleveland; Hinds, Des Moines. Nominating Committee—Chard, Chicago; Eustis, Minneapolis; Tracy, Philadelphia. Convention Committee—Hupp Tevis, St. Louis; Quimby, Easton; McDevitt, Cincinnati.

This business having been disposed of, the President now read the following report:

#### THE PRESIDENT'S REPORT.

Another year has passed in the history of the National Team Owners Association and I am proud to feel that it has done much toward strengthening the national body.

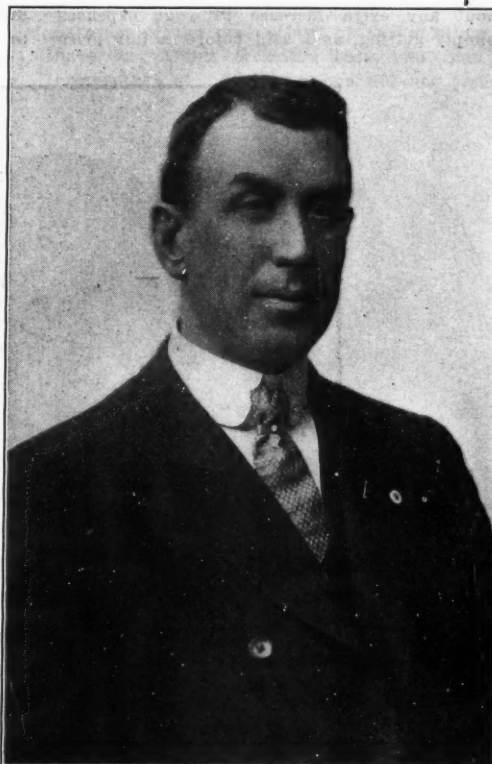
In the first place every team owner in the country has passed through eighteen months or two years of the hardest times that ever existed but still the national has grown under adverse circumstances, there being more local associations members to-day than ever.

As I said before, the team owner has had more to contend and cope with than ever before, business has been bad and some of the members of the local organizations have been chafing under the collar on account of business being dull and wanted to find excuse to take some other member's business. They never stop to think how much worse it is to injure a man at a time like than when he is just holding on by his teeth than it is to do it whenever one is busy and making money; but of course it is wrong to do it at any time, and I hope there were very few who did this. Pause and think what would be the situation were there no local organizations when every team owner needed business, but could not afford to lose any, he would soon with the competition that would arise be working for whatever the merchant or customer felt like paying him, and this certainly shows the good of organization, it practically kept many team owners from going to the wall, more especially the last couple of years, when business has been so bad and the price of feed and horses have been so high that even with organization, keeping your neighbor from interfering with you it has been hard to make both ends meet.

Now, knowing all these things, one would suppose that every team owner in any city or town where there is an organization, would want to be a member of the same, and if there was no organization, and there were enough team owners to form one they should do so at once.

I do not suppose that Philadelphia is much different than any other city, I speak of Philadelphia, because I am better acquainted with the

situation there than elsewhere. Now seventy-five per cent. of the team owners there are men who have driven teams in the beginning, but were ambitious and along with that must have had the ability, otherwise they would not have been successful; they must have been the better and brighter element of drivers, and therefore should appreciate the good of organization better than the ordinary driver, but I am afraid we do not, or we would hear our employers and people we do



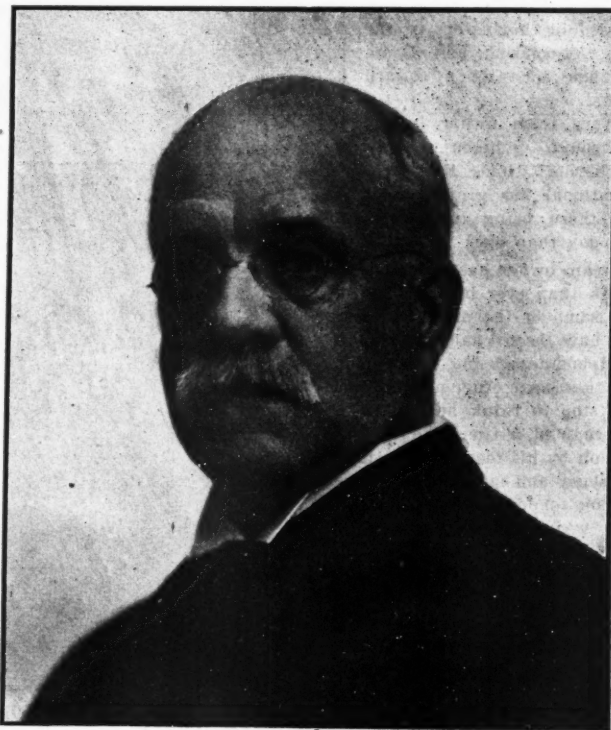
HUGH C. MOORE.  
The Last President.

business with saying we were so strong that they would have to consider carefully any proposition we might make and give us to understand that they recognize our strength and how necessary we are to them in their business. The team owner whom we all acknowledge should be brighter than the driver, should profit by the example set him by the driver, who sticks to his organization, attends its meetings and makes it an organization and does not go around crying the organization is no good, without attending the meetings, which I fear some of the team owners do.

Now, any organization or any business or bank-

concern is just what you make it, and to make an organization strong and useful you must attend the meetings and you must help the officers with your presence and your advice; you will hear some of the team owners say they can not increase their business if they belong to a local, that is all wrong, for if you have a good organization you will be able to ask for a fair living wage for your labor without fear of interference and you will be able to increase the income from your business from twenty to forty per cent. without any extra increase in your expenses by simply getting, as I said before, a fair price

Very often the question is asked, what has the National Association done for the locals; in the first place the locals have never asked for anything and the National has been in a very poor position to do much for the locals on account of its lack of finances, but it has done one thing: it has brought up and fought to a finish the question of loading and unloading of cars on the team tracks. When the decision was given to Chicago, it was thought by a great many it only applied to Chicago, but it was made known all over the country, and every association was told to stand up and fight. There was a decision



H. C. KNIGHT, Boston.

for your labor, and by your association demanding and you receiving better facilities at the railroads and steamboat and steamship lines for the receiving and delivery of freight so your teams will not be kept waiting hours at a time to load or unload. These are some of the important things that organization has done for the team owner.

Local organizations are the foundation upon which the national body or organization is to be built, and therefore it is very necessary that the locals grow strong and greater numbers join the national.

handed down the other day which gives the railroads to understand that this order applies all over the country.

As I said before the national did not have the finances to do anything, but thanks to the work of Isaac Goldberg, the Chairman of the Ways and Means Committee, appointed at the last annual convention, he has, with the help of the locals, produced a manual from which the national body will derive a revenue that will put it in a position to take up many matters of great importance, it will put it in a position when a local is in trouble or a number of team



owners in any section of the country wish to form an organization they can write to the national secretary or president, who, to my way of thinking should then notify the local body nearest the point where there is trouble or where there is an organization to be formed and have them send a representative to that point, one who could handle the situation, the national to defray the expenses, this can only be done by having the treasury in good shape, and I feel that the way has been opened and paved for our national body to go on and do things from now on.

It has been shown us how we can arrange for the financial end and that is of vital importance, and it will show us that with money we can go out and build up new organizations and they will be a source of revenue also, and no doubt there will be other ways and means suggested at this convention to raise money for our national treasury.

There are many questions to be taken up, the duties on the different commodities necessary to business, such as hay, oats and horses. We should go very carefully in this convention, and note just what is most wanted by the team owners all over the country, and make up our minds to get what is wanted in naming committees who are to work through the coming year to have the members of each committee come from the same section so they can be in close touch with each other and any information they want from other sections they can receive from some of the officers of the locals in their section, and the representatives of each local should go home from this convention with the understanding that he is to notify the secretary at home to keep the national secretary posted as to all the good results that have been gained by them, also the troubles they have to contend with, so that the national secretary could let the other locals know just what is going on all over the country, so that evils may be remedied and the good reports enjoyed by all, and let each and every director keep in touch with the different locals at all times, write once a month at least and find out what is going on.

Now having the proper start, and with the right spirit shown let us hope that it may continue to go and meet with success and become so great a body that every one will be proud to say, I was one of the band that was in the procession at the start of the National Team Owners Association.

President Moor's remarks were repeatedly interrupted by applause, and at the conclusion of his address the cheers were long and enthusiastic.

He was followed by Mr. Tevis, First Vice President, who stated:

"Gentlemen of the convention and fellow delegates: in view of the fact that I am thoroughly convinced that our president as the executive head of this organization, has attended to the business of his office in a manner that leaves nothing to be desired, I did not deem it necessary for me to prepare a written report as Vice President. The only thing that I wish to mention is that we should pay stricter attention in the preparation of the proceedings of our meetings. I have on various occasions been told that the proceedings of our conventions did not actually



W. D. QUIMBY,  
Boston.

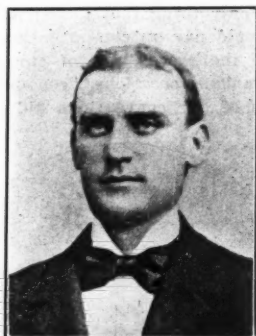
contain the facts as they transpired. This was particularly the case with the last meeting of the Board of Directors, which we held in Cincinnati. These matters are of the utmost importance to every member of this Association, and a true and actual report is the only one that should be had."

Mr. Tevis was followed by T. J. Cavanaugh, Secretary of the National Association, whose report to the meeting might be justly called valedictory, in as much as in his remarks, Mr. Cavanaugh spoke about the duties of his office, the

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EQUIP YOUR TEAM WITH U. S. HAMES—THEY ARE STANDARD QUALITY

great labor that had been connected with it, the trouble which he had been confronted with in carrying out his duties, and finally stating that he was now ready to lay down the burden of the office from his own shoulders, and have it placed with some one else. He stated that he would like to retire into the ranks of the organization, and if possible work as intelligently, as hard, and



T. F. MCCARTHY,  
New York.

as enthusiastically for the success of the National Team Owners Association, as he had done heretofore. And that he would also promise his successor that wherever he might be of use to him in carrying on his work, his services would be at the new secretary's disposal whenever and wherever he might be called upon.

At the conclusion of Mr. Cavanaugh's address, the convention adjourned for lunch.

#### AFTERNOON SESSION.

After the meeting had been called to order by President Moore, he introduced Col. Francis Peabody, Jr., Vice President of the Boston Work Horse Parade Association. Col. Peabody made a very interesting address, in which he spoke of the history of work horse parades in general, and how they had first been introduced into this country. He spoke of the first parade in Boston in 1903, and of their general success ever since. He mentioned the fact that work horse parades are now being held annually, besides Boston, in New York, Philadelphia, Buffalo, Columbus and Cleveland, and he expressed the hope that in course of time there would be a work horse parade in every city in the Union. He spoke of the benefits which these parades have proved to be to the horse, as well as to the driver.

Col. Peabody closed his address amid enthusiastic applause, after which Vice President Tevis asked the convention to give the speaker a rising vote of thanks, which was promptly responded to.

President Moore then called for a report from

the Ways and Means Committee, and Mr. Isaac Goldberg, of New York, as the Chairman of that Committee, made a report on the Manual. He showed that by means of this Manual the Committee was in a position to turn over to the Treasurer of the Association between fifteen and sixteen hundred dollars cash. This announcement was received with an outburst of enthusiasm, because everybody at last began to see the fact that now the organization would have a financial nucleus, which would enable it to do things, that heretofore had to be left undone, for lack of finances.

Mr. Goldberg spoke of the hard work which had been done in bringing about the success; he mentioned the co-operation of the different associations, and thanked them all for their assistance. When the report was handed in, it was decided to send to the Ways and Means Committee, a letter of thanks for the estimable services they had rendered to the association.

A report was called for from the Legislative Committee, of which Geo. Probst, of Chicago, was Chairman. Mr. Probst, being absent from the convention on account of very urgent personal business, which kept him at his home in Chicago, a letter addressed to the convention, was read to the meeting.

Mr. McCarthy of New York took exception to some of the remarks contained in Mr. Probst's letter, when the secretary motioned to the official stenographer not to take those remarks down. At this juncture one of the most dramatic scenes



ISAAC GOLDBERG,  
New York.

of the convention took place, when President Moore got up and stated: "Gentlemen of the convention, it is only a few moments ago when Mr. Tevis, our Vice President, called attention to the fact that the minutes and reports of our meetings had not been kept properly, and he urged upon us to see to it that in the future these reports should be verbatim, and in ac-

cordance with the facts. I just now observed that our Secretary instructed the official stenographer not to take down the reports of Mr. McCarthy from New York, and I want to say to you gentlemen, that I object to this, and I insist that everything that is spoken here be reported by the official stenographer verbatim, as the words are uttered. Nobody has any right to say what



J. H. WILKS,  
New York.

shall or shall not go into our report, except if the convention as a body sees fit to do so, and I must now insist in requesting our Secretary that he will not interfere with the official stenographer in that manner again."

Mr. Wirtz, of Buffalo, then called the attention of the convention to a decision which had recently been rendered by the Public Service Commission of the Second District of New York, in a case at Rochester, where this commission decided that railroads will be compelled in the future to assist team owners in loading and unloading freight cars.

Mr. Wirtz had a copy of this decision with him, which was read, and it was decided to ask the Public Service Commission for sufficient copies, and have the National Secretary send a copy to each member of the association.

At this point President Moore asked the Secretary to read a letter from S. J. Westheimer, of Houston, Texas, in which that genial gentleman expressed his regret for his inability to be present at this convention. He wished the delegates a pleasant time, and hoped that the convention would be a great success. He also stated that he had by express sent to the convention, a case of Cape Jasmine Buds, for each lady and gentlemen at the convention. These to be accepted with the compliments of his wife and himself.

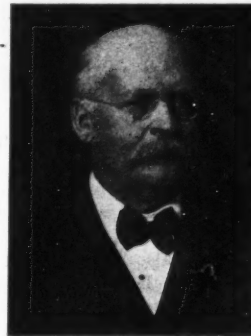
At the conclusion of Mr. Westheimer's letter great cheers arose, and the resolution was passed that the unanimous thanks of the Convention be conveyed to him for his thoughtfulness and courtesy.

President Moore then asked for the reading of a letter addressed to the Convention by Mr. L. L. Tilton of Philadelphia, in which that gentleman asked the meeting to take action in reference to the tariff on Hay, Grain and Oats, and he expressed the hope that the Convention would write a letter to the proper authorities in Washington on this matter. This letter was referred to the Committee on Resolutions.

The announcement now being made that the Entertainment Committee of the Master Teamster's Association of Boston had arranged for a Trolley Ride to Revere Beach, the Convention adjourned until the following morning.

#### TUESDAY MORNING SESSION.

The business on Tuesday morning consisted mainly of the offering of a number of resolutions, many of them pertaining to the changing of certain sections and paragraphs in the constitution and by-laws. In some instances the President and Secretary were given additional duties. A resolution was also offered for the purpose of changing the revenue from taxation of the Association. This caused a lengthy discussion, and



R. G. MARTIN,  
Buffalo.

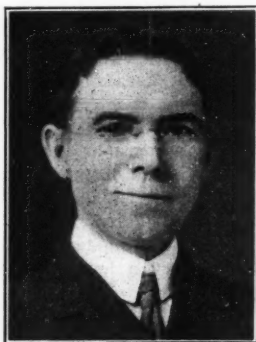
it was finally referred to a special committee, which subsequently brought in a report to which the Convention unanimously agreed by adopting a motion that in the future each Local Association shall pay every six months, for each one of its members a per capita tax of 75 cents. It was also at this session that Mr. W. T. Bancroft of the Kansas City Team Owners Association offered

EQUIP YOUR TEAM WITH **U. S. HAMES**—THEY ARE STANDARD QUALITY

a resolution for the Convention to endorse the principle of the "Open Shop," which was unanimously adopted.

It was also decided by resolution that in the future the Association publish every year a National Team Owners Directory, similar to the scope and plan of the Manual, which had been so successfully conducted during the present year by Mr. Isaac Goldberg.

A recommendation was also made to each Local Team Owners Association throughout the country, that these local bodies set apart, every year, a certain day that shall be known as "Team Owners' Day." The object of this shall be to bring the Team Owners and their families, belonging to Associations in certain sections of the country together in a sociable gathering, for mutual advantage, and for the purpose of furthering the



M. J. TRACY,  
Philadelphia.

good feeling among the members. This recommendation was generally pronounced as a grand idea, and it will no doubt become an established fact as soon as Local Associations will be informed of the matter.

Resolutions were also adopted that in the future the President shall be paid a salary of Nine Hundred Dollars per year, and that all his traveling expenses, and other expenses incurred by him in the interest of the Association, be paid him. It was also decided to pay the Secretary a salary of Two Hundred Dollars per year, and that his expenses be defrayed from the treasury of the Association.

At the morning session, the Convention paid a signal honor to THE TEAM OWNERS REVIEW, and its President, by unanimously adopting a resolution making THE TEAM OWNERS REVIEW the official organ of the National Team Owners Association, and making the President and Editor of the publication an honorary member of the Association.

A resolution was now offered to have the National Association adopt the "traveling card" which has been so successfully introduced by the Kansas City Team Owners Association. This was unanimously passed. Another resolution, meeting with the same result, was a motion to adopt the "Boston Sticker" which has been for some time in use by the Master Teamsters Association of Boston. This business having been disposed of, Mr. Adolph Chard of Chicago then succeeded in obtaining the floor, and read the following poetry:

TEAM OWNERS CONVENTION,  
Boston, June, 1909.

'Twas in the month of June  
Team owners from far and near  
Made up their minds to take a trip  
To Boston town so dear.

So they bid goodbye to business  
For the sights they were going to see  
Of this grand old Eastern city  
And the place they dumped the tea.

And the cares of horse and wagon,  
And shipping clerk as well,  
They have banished from their vision,  
While the stories we will tell:

Of what we read in school books,  
So many years ago--  
How the Minute Men from Cambridge came  
And gathered on the Hill.

And so to-day we're gathered here  
From cities far and near,  
To meet in a convention  
For our trade we hold so dear.

Let progress be our motto,  
As step by step we climb;  
We will place our occupation  
Along with any line.

For without our horse and wagon  
All business is bound to stop--  
The freight cars would be empty  
And the steamer at the dock.

Then let us not be backward  
In pushing to the front:  
To help our high officials  
To do the proper stunt.

And let us all take courage,  
Let's rally to their aid;  
And we will place our business  
Upon a higher grade.

EQUIP YOUR TEAM WITH U. S. HAMES—THEY ARE STANDARD QUALITY



The reading of this poem was enthusiastically received, and Mr. Chard without motion or discussion was at once pronounced the official poet of the National Team Owners Association.

President Moore now announced that he had the pleasure of introducing Mr. Samuel Wallace, Jr., Manager of the Motor Transportation Com-



H. LORING, JR.,  
Boston.

pany, who addressed the Convention on the subject of the Motor Truck. Mr. Wallace's address was very interesting throughout; his remarks were couched in plain and solid facts, which appealed to the Convention. He said that there is no doubt at present that the Motor Truck can be operated with profit and success, especially for long hauls. He suggested the establishing of Motor Truck Companies in the larger cities, who would make hauling agreements with the Team



J. L. BOWLBY,  
Boston.

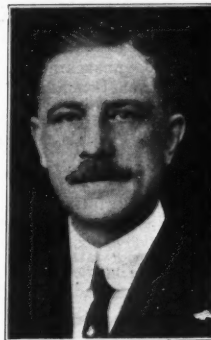
Owners, and co-operate with them, by placing at their disposal Motor Trucks to haul goods for long distances. He said that he had been in this business in Boston, for some time, and that he in co-operation with a number of the largest Team Owners, was meeting with great success.

A vote of thanks was passed Mr. Wallace for his interesting speech. At this period the Convention adjourned for lunch.

#### TUESDAY AFTERNOON SESSION.

When the meeting convened for its last session, President Moore called for a report upon the resolution to take up the question of reducing the tariff on Hay and Oats with Congress, and it was finally decided that a committee be appointed to wait upon the Finance Committee of the United States Senate, and convey to that body the sense of the Convention on this subject. The representative of THE REVIEW learned afterwards that a committee composed of Messrs. Tevis, McCarthy, Moore, Goldberg and Bancroft had gone to Washington immediately after the adjournment of the Convention.

A report was then called for from the committee of nominations. Mr. Tracy, as chairman,



G. F. STEBBINS,  
Boston.

read his report as follows: For President, Hupp Tevis of St. Louis; for First Vice President, Isaac Goldberg of New York; for Second Vice President, W. D. Quimby of Boston; for Secretary, W. T. Bancroft of Kansas City; for Treasurer, R. G. Martin of Buffalo; for Directors: W. L. Hinds, Des Moines; W. J. McDevitt, Cincinnati; A. A. Adamy, Buffalo; M. J. Tracy, Philadelphia; P. J. Kennedy, Holyoke; Peter Dolan, Trenton; F. C. Weintz, Chicago; Lester Parker, Albany; and W. H. Fay of Cleveland.

To give an idea of the unanimity of thought and action which animated the delegates of this Convention throughout, it is worthy of mention, that this report of the Nomination Committee was practically adopted without a dissenting voice.

When Mr. Tevis's name was placed in nomination, almost the entire convention jumped to their feet to second the nomination, while others asked

(CONTINUED ON PAGE 22)

## THE TEAM OWNERS REVIEW.

OFFICIAL PUBLICATION OF  
THE NATIONAL TEAM OWNERS ASSOCIATION  
AND  
AMERICAN TRANSFERMEN'S ASSOCIATION.

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Write on one side of the paper only.

Write all names plainly. When writing over an assumed name, always give the editor your right name also, as anonymous communications cannot receive attention.

### THE TEAM OWNERS REVIEW,

PITTSBURG, PA.  
Telephone 4246 Court.

Vol. VIII.

July, 1909.

No. 7.

The recommendation to local team owners' associations to inaugurate the celebration of an annual "Team Owners' Day," made by the last convention, we hope will be taken into prompt consideration and then favorably acted upon. It is a most excellent idea and the possibilities which the plan suggests for all kinds of benefits to the teaming trade, are so manifold and varied, that it would not be surprising to us if "Team Owners' Day" were to become one of our characteristic American holidays.

We have noticed with great pleasure that from year to year the attendance of the ladies at our conventions has increased until they have become quite a formidable adjunct of these annual meetings. That it is a good thing everybody will readily admit. The gentle presence of the ladies is a desirable addition to any function, and when at a convention, after a strenuous business session, the delegates can find a few hours solace and refuge in the companionship of the ladies, it helps to make the work of the convention much easier and lighter to bear. Therefore let us have the ladies by all means, whenever we can, and THE TEAM OWNERS REVIEW hopes their attendance will grow from year to year.

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The Boston Convention marks another milestone in the history of the development of the National Team Owners' Association, and it must be admitted, that on this occasion, a great deal of work was accomplished, which will in course of time redound to the benefit of the teaming trade of this whole country.

Nevertheless, let us not forget that still a great deal more is to be done. We have to be up and doing at all times, and we have to be watchful year in and year out.

We are now only beginning to realize what the teaming interests of this country amount to, and the more we come to a full realization of the importance of our business, the more work will be required of us.

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In several of its recent issues, THE TEAM OWNERS REVIEW has called attention to the fact that it will be necessary for the National Team Owners' Association to pay its executive officers a salary for the work they expect them to do, and while the Boston Convention did not act upon this suggestion of THE REVIEW to the extent we hoped for, it is gratifying to notice that they have taken a step in the right direction.

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When Mr. Bancroft of Kansas City read his resolution to the Convention asking for the adoption and endorsement of the principle of the open shop, the meeting listened with

the utmost attention, and for a few moments after the gentleman was through reading, there was great silence throughout the hall; but when the question was put, the resolution passed without any opposition. This shows how times have changed, and it shows also the march of progress in the National Team Owners' Association.

• • •

THE TEAM OWNERS REVIEW wishes success in Washington to the committee that went to that city, asking for the revocation of the tariff on hay and oats. These articles are staple goods to the team owners, and they are a necessity to the horse, and to place a tax upon them is an iniquity and an injustice to the team owners of this country.

• • •

In the selection of the city of Cincinnati as the next headquarters for the convention of the National Team Owners' Association, the Boston Convention is to be congratulated. The Team Owners' Association of Cincinnati is composed of an energetic membership, and we feel certain that when the convention meets there next year, they will be greeted with the greatest hospitality and cordiality.

Anybody who has ever been in Cincinnati knows that its team owners know how to entertain, and entertain royally.

• • •

Mr. H. C. Knight, the well known Boston team owner, and one of the honored ex-presidents of the National Team Owners' Association, caused a great deal of amusement during the convention. Mr. Knight has two brothers, and the three of them resemble one another so much that to a casual observer they look very much alike when they are apart. It thus happened that when a team owner would walk up to a gentleman, who looked to him like Mr. H. C. Knight, he would say: "How do you do, Mr. Knight"; then, very often, the response would come: "How do you do, but you have the advantage of me." Then there were explanations, and these explanations had to be numerous, because there being three brothers Knight, it happened quite frequently that the one was taken for the other, and it gave rise to many

amusing incidents, especially during the trip on the steamer, when all three brothers were on the boat, but very seldom together.

#### A NEW MEMBER.

At the last meeting of the Draymen's Association of Youngstown, Ohio, the members changed their name, and the organization will in the future be known as the Team Owners Association of Youngstown, Ohio. The officers are the same as heretofore: George E. Fisher, president; and H. L. Yerian, secretary and treasurer. A resolution was also passed at this meeting, that the Association join the National Team Owners Association of America.

#### NATIONAL WORK HORSE PARADE ASSOCIATION

A meeting was held in Boston on June 24 to organize a National Work-Horse Parade Association. The following were present: Thomas F. McCarthy of New York; T. J. Cavanagh of Chicago; Oscar Trounstein of Cincinnati; Mr. Fay of Cleveland; Mr. Nevill of Milwaukee; Henry C. Merwin of Boston; Francis Peabody, Jr., of Boston; Joshua Atwood, III., of Boston; L. A. Armistead of Boston; W. D. Quimby of Boston; Dr. Austin Peters of Boston; A. G. Merwin of Boston.

A committee was appointed to form a corporation to be known as the National Work-Horse Parade Association. The objects of the new association will be to systematize and improve the work-horse parade, and to encourage the holding of such parades in all of the large cities and towns of the United States. The association will also endeavor to introduce in state and county fairs some features of the work-horse parade, and especially classes for old horses. Exhibitions of old horses have already been given in some county fairs with great success.

Another object of the association will be to improve the quality and breeding of work-horses. The reason for this is that the well bred horse suffers less and lasts longer than the coarse bred horse; and it is, therefore, more humane to use well-bred horses. Moreover, by inducing horse-owners to buy and use a high type of horse a general improvement is effected among all classes of horses down to the lowest grade. This result is very perceptible in Boston where parades have now been held for seven years.

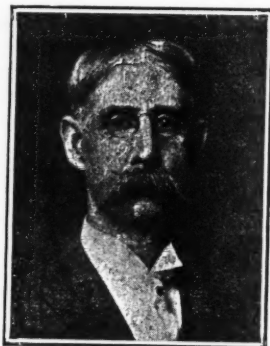
As soon as the new association is incorporated, all humane societies and teamsters' associations in the country will be invited to join.

**The Boston Convention.**

(CONTINUED FROM PAGE 19)

for the nomination to be closed. It is superfluous to say that he was elected by acclamation. A speech was then called for, and Mr. Tevis stated:

"Gentlemen and Fellow Team Owners: I should be devoid of any feeling of gratitude or be without the appreciation of the honor which you have this day conferred upon me, if I did not say, that in selecting me as your President you have given me great pleasure. Knowing the gentlemen who



J. D. NEWBY,  
Kansas City.

have been my predecessors, and being somewhat familiar with the work that they have had to do, I wish to assure you that I am fully cognizant of the great responsibilities which this office infers, and I will only say, that I will endeavor to do my duty to the best of my ability."

Mr. Isaac Goldberg of New York, after his election, was asked to step to the front and make his speech, but for a moment declined, and requested to be allowed to speak from his seat in the Convention. However, the delegates insisted that Mr. Goldberg step forward, and, overcoming his modesty, he consented and then made an address such as only he is capable of doing. After a few moments he hesitated in his expressions, which is very much unlike him, but it was because he was so visibly affected by the demonstration given in his honor.

Mr. Quimby of Boston responded to his unanimous election in his own happy vein, and so did Mr. Bancroft when he was elected Secretary. When Mr. Martin who has been the honored Treasurer of the organization from its foundation, was asked for a speech, he feelingly remarked: "Gentlemen and Brother Delegates: Although I accept the honor of again being your Treasurer, with some reluctance, I want to thank you for

your confidence in me. I hope, however, that you will not consider me unmindful of the distinction which you have placed upon me when I say, that this must be my last year to serve you in this capacity, and that next year you will elect my successor."

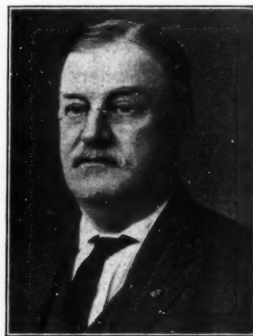
President Moore now called for a report from the Committee on Convention, which responded by naming the city of Cincinnati as the next Convention City, having been invited by the Team Owners Association of that city as well as by the Mayor.

It is needless to say that a resolution for the Convention to meet next year in Cincinnati was unanimously adopted and the Convention of Boston so successfully conducted, and so thoroughly satisfactory in every way, closed, everybody expressing the wish that they would all meet again next year in the Queen City on the Ohio.

**ENTERTAINMENTS.**

HOW THE BOSTON ASSOCIATION ENTERTAINED THE DELEGATES DURING THE CONVENTION.

In their preparations for entertaining the Convention delegates and their guests, the Master Teamsters of Boston evidently had in mind that in showing their hospitality to the Brother Team Owners and their friends, they would not be satisfied merely to give them a good time, but they



W. C. BRAY,  
Boston.

were also determined to fill their program with interesting features that would impress this occasion upon the minds of the guests for a long time to come. That they realized this result will unquestionably be vouched for by everybody who was fortunate enough to be at this Convention.

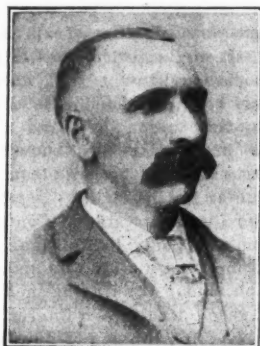
After the adjournment of the Monday sessions, a long string of trolley cars were brought to the Revere House, and the delegates and guests were

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conveyed on a trip to Revere Beach, a beautiful ocean resort, where, during that evening the guests enjoyed several hours of ocean breezes, and the characteristic enjoyments of an up-to-date Sea Side Resort.

On the following evening, a Theatre Party had been arranged for, and at the conclusion of dinner, the entire Convention with their friends adjourned to the Orpheum to enjoy one of the most



W. H. BREEN,  
Boston.

thrilling plays in the repertoire of the Stock Company of that well known Boston play house.

The entire Wednesday had been set apart for entertaining the guests. At 10 o'clock in the morning, the street cars took them to the wharf for an ocean ride on the beautiful steamer "Governor Dingley." This steamer, elegantly equipped in all its details, carried the party 80 miles out to sea, and on the trip the breezes were enjoyed to the fullest. An instrumental orchestra, known as the "Grace Dean Orchestra" of Boston rendered instrumental music during the entire trip. With characteristic Boston hospitality, a delicious collation of dainties had also been prepared in the large dining room for a lunch, which was greatly enjoyed.

Indeed, this trip was one that will undoubtedly be remembered by all the Convention guests, because it left nothing to be desired. The boat turned homeward soon after noon, and landed again at the dock about 4 o'clock, when the delegation started for the Revere House to be photographed. Then a short rest was deemed desirable, in anticipation of the coming banquet. At this banquet which was undoubtedly one of the most "Recherche" that has ever been held in Boston, the affable Mr. Quimby acted as Toastmaster.

Addresses were also made by William H. Sayward, Secretary of the Master Builders Association of Boston; Mrs. Weeks, the chairman of the Ladies' Committee; as well as Messrs. McCarthy, Goldberg and others.

About 300 guests took part in the banquet, which did not terminate until the early hours of Thursday morning.

#### THE LADIES AUXILIARY.

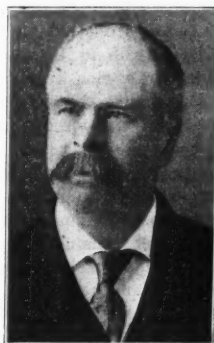
The chronicler who writes a report of the Boston Convention could not complete his story, were he not to make a special mention of what the Ladies Auxiliary Committee of the Master Teamsters of Boston, during those three days, did towards entertaining the lady guests.

This Committee consisted of Mrs. A. H. Weeks as chairman, Mrs. W. C. Bray, Mrs. R. H. Jenness, Mrs. E. T. Frost, Mrs. E. M. Hahn, Mrs. L. A. Waterhouse, Mrs. A. Grimes, Mrs. R. B. Harding, Mrs. A. L. Flanders, Mrs. A. M. Wright, Mrs. W. H. Breen, Mrs. J. J. Williams, Mrs. W. E. Lovelless, Mrs. J. P. O'Riorden, Mrs. H. C. Knight, Mrs. William Christie and Miss Garvin.

A program had been prepared that covered almost every hour during the entire Convention. But if they returned to their homes exceedingly tired from the many hospitalities which had been conferred upon them by their Boston sisters, it was a feeling of delightful memories that can never be forgotten.

This program of the ladies must be given in full in order to be thoroughly appreciated.

At seven o'clock Sunday evening, June the 20th, the Committee convened at the Revere House to meet the visiting ladies. At 10 o'clock Monday morning, June 21st, the Committee acted as escort



ALEX. GRIMES,  
Boston.

to the visiting ladies on a trip to Charlestown to see the Navy Yard and Bunker Hill and other historical sights. At one o'clock, the ladies' committee gave a luncheon to the visiting guests at the Revere House.

At 2 o'clock special cars for observation trolley rides were placed at their disposal to visit historical points, in and around Boston. At 6 P. M. the ladies' committee accompanied their guests

to Revere Beach, where dancing took place in the evening. At 10 A. M. on Tuesday, June the 22d, the committee took the visiting ladies on a general excursion through the shopping district. At 1 P. M. a large number of automobiles were placed at their disposal, to journey from the Revere House through Boston Boulevards and Parks, while in the evening, they accompanied their guests to the theatre to see "Home Folks," at the Orpheum.

On Wednesday morning, June the 23d, the ladies and gentlemen formed one party at Union Wharf to take the steamer for the ocean trip. The representative of THE TEAM OWNERS REVIEW, who had several opportunities to hear from the visiting ladies in the party, was repeatedly urged to say the most complimentary things contained in his vocabulary about the entire efforts of the ladies' committee, and if the reporter is not able to do the ladies full justice, it is simply that his manner of expression is inadequate.

#### PITHY PERSONALITIES.

HUGH C. MOORE.

While it is fortunate for the National Team Owners Association that it is rich in material for Presidents, it is nevertheless a fact that the Association, in having lost Mr. H. C. Moore of Philadelphia as its executive head, the Team Owners of this country will be deprived of the active energies of one of the most progressive men in the business in this country.

During Mr. Moore's term of office, he has had no bed of roses to sleep on. Being the head of a young Association, while in the early stages of development, without a rich treasury, is a difficult position at any time, but Mr. Moore had a number of other disadvantages to combat and contend with.

In his earnest efforts towards accomplishing benefits for the Team Owners of this country, and his energetic and vigorous way to obtain achievements, he was considerably handicapped by not meeting from several quarters with that spirit of co-operation and assistance, to which he, as the President of the National Team Owners Association, was so justly entitled.

Men who had been placed in a position to support him in his work, forgot their duties, and although we say it reluctantly, there was even an element at one time in his local Association, in his own home, that sought to obstruct him and make his arduous labors more difficult.

Unmindful, however, of all this obstruction, he kept steadily on in the path which he deemed right for the best interests of the National Team Owners Association which had made him its head,

and for the furtherance of the business which he had in hand.

The National Team Owners Association is to be congratulated on the fact of having had as its executive during two of the most strenuous years of its history, such a vigorous, personality as Mr. Moore, and his services to the Team Owners of this country can never be overestimated.

HUPP TEVIS.

In the selection of Hupp Tevis as the new President of the organization, the National Team Owners Association showed its great wisdom. Mr. Tevis has been connected with the St. Louis Team Owners Association for years. Among his associates he has always been known as a thorough business man and energetic team owner and a fearless fighter for his rights.

He came to the first National Convention as a delegate from St. Louis to Chicago, and during that meeting he immediately established for himself a position among the leading men of the convention as a ready debater and interesting speaker and a man who is always wide awake upon all the subjects under discussion.

Since that time, his reputation has constantly increased, and his elevation to the executive chair of the National Association long ago had become a foregone conclusion.

ISAAC GOLDBERG.

There are very few Team Owners in this country who are not familiar with this aggressive personality from New York, who has been a tower of strength to the National Team Owners Association, and who by his untiring efforts and great energy has been one of the important factors in the development of the National Body. During the last year, he gained the laurel wreath of his many triumphs in the interest of the Team Owners Association through his success with the Manual, which has brought a financial nest egg to the Association that bids fair to place it from now on upon a basis of financial success.

The distinction which the Convention conferred upon him of making him first Vice President, is well deserved, and is merely a recognition of the many services which Mr. Goldberg has rendered the National Association and to the Team Owners of this country.

T. F. MCCARTHY.

What would a Team Owners Convention be without the energetic Tom McCarthy from New York? It would be like the play of Hamlet without the melancholy Dane. But there is nothing melancholy about Mr. McCarthy, he is always on

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the spot, ever watchful for an opening where his trenchant language may be used to set some one right during their discussions at the Convention. He believes in parliamentary law. He deprecates dilly-dallying, and woe betide the delegate who endeavors to waste time at the Convention by wishing to make a prosy speech, which does not pertain to the motion before the house. Mr. McCarthy is one of the most popular Team Owners in this country that ever attended any of our Conventions. Everybody recognizes the amount of work which he has done in the interest of the Association, from the time that he became its first President until to-day, and there is no question that this paper voices the opinion of every Team Owner in this country when stating that without Tom McCarthy, our Conventions would lose much of their interest.

W. D. QUIMBY.

Although Mr. Quimby has only become identified with the National Conventions of the Team Owners for a short time, it was only natural for a vigorous personality such as his, to at once make himself felt during the deliberations at the meetings. Since that time he has taken a great interest in the work, and has done much in the progress of the organization. He is ever ready to give his time and services to any plan or any undertaking that might tend to the benefit and furtherance of the interests of the National Association as well as the teaming business of this country. Mr. Quimby is also a very strong advocate of the Work Horse Parades, a movement with which he has been identified since its inauguration in this country. THE TEAM OWNERS REVIEW predicts that we shall hear a great deal more of Mr. Quimby.

W. T. BANCROFT.

The new Secretary of the National Convention became known to the Team Owners of this country at the Minneapolis Convention, when he came with the Kansas City delegation as a representative of the Team Owners of that city. From that time on Mr. Bancroft has jumped into popularity at a bound. He is naturally modest and retiring, but once he is awakened to a subject before the house, that particularly interests him, you will find him capable of defending his position with arguments at once convincing and impressive. Mr. Bancroft is considered a tower of strength in the Kansas City Association, where he has done a great deal of work, and some say has been the main spring in the development of that Association. It is a great deal to say that much, when we consider that every Kansas City Team Owner that has ever come to any Convention seems to be a hustler from way back.

THE TEAM OWNERS REVIEW believes that Mr. Bancroft will make an efficient Secretary of the National Association, and in wishing him success, this paper also offers to him its hearty co-operation in his work.

R. G. MARTIN.

This dear old man may be justly called the idol of the Team Owners of the National Team Owners Association, for there is none who is so much beloved or so much thought of as the genial Rollin G. Martin, or as Mr. Cavanagh of Chicago called him, "The Old War Horse of the Treasury." Mr. Martin was elected the first Treasurer of the organization in St. Louis, and has been its Treasurer ever since. In the deliberations at the various Conventions, his judgment, his wisdom, and his sagacity, have been a source of strength, and much is due to him for our success. The publisher of THE TEAM OWNERS REVIEW feels particularly proud of the fact, that it was he, who first nominated Mr. Martin as Treasurer of the National Association.

T. J. CAVANAUGH.

It will be somewhat difficult for the Team Owners of this country to become used to the fact that Tom Cavanaugh is Secretary no longer, because during his tenure of office, he became so thoroughly familiar with the business of the organization, and with every detail, that he had almost been looked upon as a fixture. However, as he says himself, the burden has been carried by him long enough, and he feels that he is entitled to step into the ranks, and give someone else an opportunity to become "the Working Man of the Organization." We may rest assured, however, that although Mr. Cavanaugh is no longer an official of the organization, he will nevertheless remain a representative at the Convention, and it is expected of him that he will be heard from on many occasions.

J. H. WILKES.

Mr. Wilkes of New York, who may be called the "debonair delegate" of the New York Team Owners Association, is an ever welcome visitor at all the Conventions.

His genial manner, his affable character and his courteous ways, have gained for him friends all over the country, and everybody is glad to see him, and wish him welcome.

W. H. BREEN.

Mr. Breen of Boston, or as some of his friends facetiously call him "the Piano Derrick Breen," was during the Convention like the "Irishman's Flea," now you had him, and now you didn't. He was here, there and everywhere, but he made him-

self particularly useful to the lady guests, at whose beck and call, he seemed to be at all times.

Mr. Breen was a busy man, he worked hard, and much of the success of the many entertainments was due to his energy.

G. F. STEBBINS AND J. L. BOWLBY.

Messrs. Stebbins and Bowlby were the two silent workers of the Boston Committees. You heard very little of them, but their personalities were in evidence on many occasions by the different services they rendered the delegates at the Convention.

W. H. FAY.

Mr. Fay of Cleveland, for the first time, came into prominence during the deliberations at the Convention at Boston, and we believe that everybody will be glad to see and hear more of him.

Mr. Fay was the only delegate who came prepared to the Convention to read a paper, which he read to the delegates, and which all of them found very interesting. THE TEAM OWNERS REVIEW has not been able to obtain as yet a copy of this paper, but hopes to be able to print it in a future number.

B. B. GARDNER.

Mr. Gardner of New London, Conn., everybody was pleased to see on hand again; he greeted many old friends, made new ones, and went home much delighted with the time he spent at the Convention.

#### THE PHILADELPHIA DELEGATION.

As already stated, the Philadelphia delegation arrived at the Convention eighty strong; they had come by boat to enjoy the ocean breezes, and enjoy the ocean comforts of the sea voyage. In the delegation were included many old and familiar faces, such as J. M. Dermitt, Peter Cavanaugh, D. W. Downs, John Kreutz, Thomas Morris, Michael Doyle, E. E. O'Brien, O. Shaw, Jr., John Sheahan, T. Brien, M. J. Tracey, P. Richardson, James Gallagher, P. Cavanaugh, Theodore Gabrylewitz, and many others.

ALBANY, N. Y.

For the first time the city of Albany was represented at the Convention by Messrs. Lester Parker and Alexander Scott. Mr. Parker was elected as a new member of the Board of Directors.

#### KANSAS CITY DELEGATION.

Among the delegation, it was pleasant to meet again, were Messrs. J. D. Newby, D. A. Morr, T. R. Barton and E. L. Barr.

#### MINNEAPOLIS DELEGATION.

Although Minneapolis was not numerically as strongly represented as heretofore, those who were in attendance did all honor to their home city. Among them were Mr. A. E. Eustis, who has been known for years to many delegates, and also Mr. J. McReavy.

#### ST. LOUIS DELEGATION.

Although there were several familiar faces missing among the gentlemen from St. Louis, everybody was glad to see the tall form of Mr. Jansen in evidence, who has been a visitor to the Conventions for years.

#### BUFFALO DELEGATION.

"Buffalo means business," is now a familiar quotation, and everybody who met Messrs. Downing, Adamy, Debo, Keenan, Glenn and Wirtz, must admit that as far as these gentlemen are concerned, the motto "Buffalo means business," is a very appropriate one.

#### DUBUQUE, IA.

As usual, our old friend P. E. Strelau was in evidence on this occasion.

#### DES MOINES, IA.

From the time Mr. W. L. Hinds arrived at the Convention, he was kept busy shaking hands with his many friends, of which Mr. Hinds has legion.

#### CLEVELAND DELEGATION.

Besides Mr. Fay, Mr. C. F. Becker from the city by the Lake, was a guest in Boston, and he was very much interested in the proceedings of the sessions.

#### CINCINNATI DELEGATION.

The gentlemen from Cincinnati had come to Boston with the determination to carry away with them the decision of the Convention, that the next meeting should be held in their home city. As the Cincinnati team owners usually get what they are after, it is needless to say that the delegates went home successful in their mission.

They were represented by George Reichel, H. J. Stueve, W. J. McDevitt and Nell O'Brien.

#### SPRINGFIELD, MASS.

As many of the delegates of the Convention had heard through THE REVIEW of Mr. Oatley's recent sickness, all were glad to see him and find that he was again on the road to recovery. He and Mr. W. H. Morehouse of Holyoke were inseparable companions and they seemed to enjoy themselves to the fullest extent.

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## MILWAUKEE, WIS.

Mr. D. P. Neville, the genial representative from the city which has been made famous by a certain brand of "amber fluid," on this occasion played "a lone hand," but he undoubtedly played it well, and will be able to give a good account of the Convention when he returns to his home.

## CHICAGO DELEGATION.

The usual galaxy of "Teaming Stars," which has been in evidence on former occasions from the city of Chicago, this time seemed to have somewhat dwindled in number, but those who were there took very good care of the interests of their city. Among them were Messrs. Chard, Spahn, Ratty, Weintz and Anderson.

## ROCHESTER, N. Y.

Samuel Gottry of Rochester represented the Association at this Convention and was greeted by many of his old friends.

## TRENTON, N. J.

Messrs. P. Dolan and J. Ross who were in Buffalo last year were again visitors at this Convention. They brought a beautiful souvenir with them in the shape of a decorated "stein," of which each delegate became a recipient.

## PROVIDENCE, R. I.

The city of Providence was for the first time represented at this Convention. The delegate on this occasion being Mr. C. H. Weaver.

## HARRISON LORING, JR.

Mr. Loring, the versatile treasurer of the R. S. Brine Transportation Company of Boston, who is always a busy man, nevertheless, on this occasion took the opportunity to separate himself from his many duties, making a call at the Convention Hall just long enough to shake hands with his many teaming friends from all over the country.

## CONVENTION NOTES.

Mr. Albert D. Terhune, superintendent of the Bowling Green Storage & Van Co., who was in Boston during the Convention, was a visitor at the Convention Hall.

Mr. George A. Tasker, the New York representative of Quaker Oats, was a visitor during the Convention, and met many of his old friends in the teaming business from all over the country.

Mr. William E. Savage, president of the Imperial Grain & Milling Co. of Toledo, O., was a guest at the Boston Convention. Mr. Savage's company has many customers among the team owners of this country, who use the well known horse feeds which that company manufactures, and as a result he was kept very busy.

## CLEAN CITY DAY

On the 28th of last month, Pittsburgh inaugurated what is to be known in the future as a "Clean City Day," and all the citizens were requested to go in for a general cleaning up. On this occasion the team owners of Pittsburgh were asked to co-operate with the city authorities in the cleaning up process, by placing their drays and wagons at the disposition of the cleaning department.

The team owners responded promptly, and it was mainly through their hearty co-operation that the cleaning up became a great success.

## FROM LITTLE ROCK, ARKANSAS

In deciding the appeal of the Kansas City Southern Railway Company against J. M. Carl, appealed from the Benton Circuit Court, the Supreme Court emphasizes the principle that a common carrier cannot enter into such an agreement or contract with its patrons as will relieve the company of liability for losses incurred through its negligence. Carl sued the Kansas City Southern to recover on some household goods shipped to Gravette, Ark., from Lawton, Okla., via the Rock Island, with the Kansas City Southern as the connecting line, and which goods had been lost in transit on the latter road. The lower court gave judgment for the full value of the goods. The company appealed to the Supreme Court on the ground that when the goods were shipped Carl signed a contract for the lowest freight rate, conditioned on the promise that, in case the goods were lost, he could recover only \$5 per \$100 pounds. The Supreme Court shows, first, that this contract would be in violation of the Hepburn act, which expressly provides that recovery may be on the full amount involved; then holds that no common carrier is at liberty to contract away its liability for damages arising through its own negligence, even if the shipper had signed the contract. The judgment is therefore affirmed for the full amount.

## NEW COMPANY TO HAUL MAILS

The H. H. Hooton Company of South Nineteenth street, Pittsburgh, Pa., has secured the contract for carrying the United States mail from the trains to the Pittsburgh postoffice. The contract passed from the hands of the Excelsior Express and Standard Cab Company. The bid of the Hooton company was \$28,800 and of the Excelsior company \$33,500 for the year. The latter company used 22 wagons in carrying the mails.

## MONTHLY MARKET MOVEMENTS

### Horse Markets.

In the Chicago market the business in horses during the last month was about of the usual prevailing summer character, and while the prices were somewhat lower than those ruling during the spring months, they were nevertheless higher than a year or so ago. High class draft horses brought \$250 and \$300, while good heavy haulers were in fair demand at \$200.

Wagon horses were quite active for this time of the year at \$165, weighing from 1100 to 1300 pounds.

### Grain and Feed.

CHICAGO.—Corn sold lower on good prospects for the growing crop. July closed at 70½c, September at 68½c, and December at 58½c. Oats followed corn, July closing at 49½c, September at 43½c and December at 43½c.

NEW YORK.—Corn: July 79c; Sept., 75½c; Dec., 68c. Oats: Natural white, 59-61c; white clipped, 62-64c.

BOSTON.—Corn: No. 2 yellow, car lots, 84½c. Oats: No. 1 clipped, car lots, 66c.

BUFFALO.—Corn: No. 2 yellow, 78¼c. Oats, white, 57½c.

INDIANAPOLIS.—Oats, 54½c.

TOLEDO.—Corn, cash, 74c, July; 58¾c December. Oats, July 51½c; Sept., 44¼c; Dec., 45¼c.

PITTSBURGH.—Corn, July, 71¼c; Sept., 67½c; Dec., 58½c. Oats, July, 49½c; Sept., 43½c; Dec., 44c.

### Hay, Straw and Mill Feed.

NEW YORK.—Hay and Straw: The market for hay was steady. Straw was dull, weak and unchanged.

Quoted: Large bales, prime 90@95; No. 1 85@90c; No. 2, 80c; No. 3, 70@75c; clover, mixed, 70c; clover, clear, nominal; shipping, 67½c; packing, 60c. Small bales about 2½c less. Straw, long rye, \$1.40; oats, 55c; wheat, 55c.

Seeds: Seeds at New York, nominal. Chicago timothy closed. September, \$3.00.

NEW YORK.—Millfeed: The market ruled steady for city at unchanged prices, while western continued weak and dull.

Quoted: Western middling 100-lb. sacks, \$24.60; flour middlings, 100-lb. sacks, \$28.85 for July ship-

ment, lake and rail; city red dog, \$32.50; western red dog, \$31.00 for July shipment, lake and rail; city, 100-lb. sacks, \$26.00; bulk, \$24.25; heavy, 100-lb. sacks, \$26.25; bulk, \$24.50; middling fancy, \$30.25; western feed, 100-lb. sacks, \$24.60 for July shipment, lake and rail; red dog flour, \$3.10; low grades, \$3.80.

### GAINED THEIR POINT

The public service commission of the second district of New York in an opinion by Commissioner Martin S. Decker, has announced its determination of the complaints of the Moseley & Motley Milling Company and others of Rochester, N. Y., against the New York Central & Hudson River Railroad Company and other steam railroads entering the city, and John A. Manning Paper Company and others of Troy, against the New York Central and the other steam railroads doing business there.

The decision is in favor of the complainants. These cases involved the discontinuance of a long existing practice on the part of railroads of having tallymen assist owners in loading and unloading carload package freight on the station team tracks where such tallymen are employed by the carriers to check freight in and out of cars. The practice was abrogated on January 1, 1909, by amendment of the Official Classification, which, as amended, reads:

"Owners will be required to load and unload freight in carloads when carried at carload rates."

Prior to January 1 the rule read:

"Owners will be required to load and unload freight in carloads, except that the carriers reserve the right to load and unload at their convenience."

The rule as amended was construed by the carriers to forbid such assistance in loading and unloading by tallymen. It appeared in the cases that the increased cost to shippers and consignees through forbidding assistance of the tallymen is large, while under the new rule the operating cost of the carriers is not materially diminished. Immediately after January 1 the carriers because of competition or local condition, put in exceptions at various large cities including Buffalo, Toledo, Cleveland, Cincinnati, Chicago, St. Louis, and also at Fulton, N. Y. Under these exceptions such assistance by tallymen is permitted or privileges respecting loading and unloading of equal

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or greater value are afforded. No such exceptions were put in effect at Rochester or Troy.

The commission holds that the action of the carriers in discounting the long existing practice of using tallymen to assist in loading and unloading carload package freight or station team tracks at Rochester and Troy was unjust and unreasonable, and that the former existing practice should be restored.

### Among The Associations

#### *New York, N. Y.*

The third annual parade of work horses, held in New York City last Decoration Day, proved larger than either of its predecessors. Over 1,500 horses were in line and represented entries from the various city departments and from local business firms. The parade was held under the auspices of the women's auxiliary of the society for the prevention of cruelty to animals. Mrs. James Speyer, president of the auxiliary, pinned the ribbons on the prize winners at the conclusion of the parade. Thomas F. McCarthy of the New York Team Owners Association was manager of the parade and the great success was largely due to his energy and ability.

#### *Chicago, Ill.*

A split in the ranks of the teamsters portends defeat from the start of the striking department store drivers.

A. J. Reed, secretary of the Furniture and Department Store Drivers union, which is affiliated with the International Brotherhood of Teamsters, and the American Federation of Labor, issued orders to all members employed by the State street department stores to remain at work and ignore the strike of the rival organization.

The strike remained confined to the drivers of the Boston store and the Fair. About 400 drivers and helpers are out.

#### *Cleveland, Ohio.*

Early in the year 1907 two men in the moving business invited several others in the same pursuit to attend a meeting and about twenty responded to the call. We soon had about fifty members, mostly movers of household goods. There were about ninety van owners in the city, some refused to come in, others lost interest and after about one year the team owners in other lines began to join.

While our association is small in number, it is

made up of live men, sociable, and willing to give each other the helping hand. Our meetings are full of interest to team owners. We discuss such questions as, The Care of Horses, The Pavements, Overhanging Trees in the Street, Troublesome Telephone Poles, etc. We hear addresses from humane agents, veterinaries and others on questions of interest to us. But best of all is the exchange of ideas, experiences, and informal talks with each other. We know each other personally, not from hearsay and competition.

We have accomplished a good many things of interest to the team owners of Cleveland. With the aid of the Chamber of Commerce, we have help from the railroad companies in unloading cars. We held a work-horse parade, we have joined the National Association, were at Buffalo and shall be at Boston. Allow me to express best wishes for all team owners represented at the National Convention.

W. H. FAY, President.

CHAS. F. BECKER, Secretary.

#### *Chester, Pa.*

Noticing in your last issue an article accompanied with a cut of a large smoke stack erected by the Cotter Company of Mansfield, Ohio, the thought occurred to us, that it may be of interest to your readers that there are concerns away down in the extreme southeastern part of Pennsylvania, in the historical city of Chester, where William Penn (whose body lies in a neglected grave on the outskirts of London) first landed in Pennsylvania, who do a little stack raising occasionally. We recently erected a stack at the Pure Oil Company plant in this city, 5 feet 6 inches in diameter, 140 feet long, weight 14 tons, erected between two derricks, one 85 feet long and 75 feet raised, 32 feet to top of breeching; it is the largest stack ever erected in one piece in this country.

HEADLEY'S EXPRESS.

### EXPRESS RATES

We are indebted to The Iron Age for knowledge of the fact hitherto unknown, we suspect, to a good many people besides ourselves—that for the carrying of small packages the express companies have two rates—one "regular," which is paid by the man who simply hands over his parcel and leaves the fixing of the charge to the company's clerk, and another, considerably lower, which can be obtained by anybody who has somehow learned of its existence and asks for it.

Thus packages of merchandise worth less than

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\$10, if this fact be stated and prepayment made, will be carried to any point in the United States or Canada, regardless of distance, for 1 cent an ounce, with a minimum charge of 15 cents. For advertising and printed matter, the rate is still lower— $\frac{1}{2}$  cent an ounce, with a minimum charge of 10 cents. Most suburbanites have noted with surprise how cheaply packages of plants get to them from the nurserymen, and have supposed that the latter were specially favored by the express companies. They are, but only to the extent that prepayment is not required from them. Their rate anybody can get—by asking for it—and whether the distance be long or short makes no difference, the service in this respect being like that of the post office.

As illustration of how this curious method of doing business works, The Iron Age says that a parcel weighing 16 ounces and valued at \$10 was recently handed in at the counter of one of the largest express companies at its New York headquarters to be delivered in a town in this state on which the regular rate was \$1 per 100 pounds, and 25 cents minimum for 1 pound or less. The rate named was 25 cents, but when request was made for a reduced rate 16 cents was given. While in this case the package was to be carried only about 300 miles, it is to be noted that for the same charge it might have been sent 3,000 miles. This method of transacting business having been criticised by the shipper, the clerk replied that the lower rates were given when called for.

The Iron Age pertinently notes that in this case lack of knowledge would have resulted in an overcharge of more than 50 per cent., but its one comment is that "after all this is only another example, of which the woods are full, of the penalties which are enforced on carelessness or ignorance in business matters." Another would be that the express companies, while willing to make concessions to those who send many small packages, make up for it by charging the occasional customer a much higher rate—which some might say has a perilously close likeness to rebating.—New York Times.

At a recent meeting of the city council of Des Moines, Ia., the Merchants Transfer Company, of which W. L. Hinds is president, was granted exemption from taxation on a proposed new sugar warehouse. As a result the Transfer Company will almost immediately begin the erection of the new structure, which will be a five-story, fire-proof building of modern construction.

#### ANOTHER SUCCESS

The Boston Work Horse Parade, which was held last month, was as great if not a greater success than those of former years. The entries were numerous and of a much improved character than heretofore. Team owners were very largely represented. The event was held as usual under the auspices of the Boston Work Horse Parade Association. These parades have proved of great benefit wherever they have been held. The first one in this country took place in Boston in 1903 and since then many other cities in the country have followed suit. Henry C. Merwin, who was for some years the secretary of the Boston Worke Horse Parade Association, is now president of that organization, and W. D. Quimby, one of the prominent Boston master teamsters, is on the board of directors.

#### WINNING BACK A JOB

A German driver who was formerly in the service of an ice concern in Philadelphia recently applied to the head thereof for a letter of recommendation.

While the Teuton had never displayed any great capability in his line he had nevertheless always served with fidelity, and so the good natured employer cheerfully gave him a letter of recommendation, couched in most laudatory terms.

When the German perused this effusion, he was much touched. "Excuse me, sir," he said, when his emotion suffered him to speak, "but if I vos so goot as dis letter says, vot's de matter vith gifting me a job here again?"

The City Transfer Company of Tampa, Fla., is one of the best equipped firms of its kind in the southeastern part of this country. It moves baggage, furniture, and does a general hauling business. Automobiles are used in the transfer of passengers. Its offices are located at 207 Polk street, Tampa, Fla.

The Bekins Moving and Storage Company is putting up a new warehouse building in Seattle, Wash. It will be six stories high, of concrete construction throughout and cost about \$50,000.

The City Trucking Company of Fort Wayne, Ind., is erecting a new five-story warehouse 70x150 feet.

EQUIP YOUR TEAM WITH **U. S. HAMES**—THEY ARE STANDARD QUALITY



### UTICA CARTING COMPANY

The above company heretofore carried on successfully by Messrs. Thomas J. Lennon and Campbell E. Hodges, has been reorganized, Mr. Hodges retiring on account of other interests. The members of the new co-partnership are Thomas J. Lennon, Samuel H. French and Edward C. Hare.

Mr. Lennon has for a number of years managed the affairs of the company very successfully and his long experience and executive ability will be invaluable to the new co-partnership. He has a wide acquaintance and is thoroughly schooled in the trucking and storage business.

Mr. French has been for the past 18 years freight agent for the New York Central Railroad at Utica and his knowledge in freight matters makes him specially well qualified for the business in which he is engaging. He has exceptional business ability, an extensive acquaintance among business men and a high reputation for honesty and fair dealing.

Mr. Hare entered the employ of Head & Winston in 1878 and steadily rose in places of responsibility. His training in mercantile business makes him well fitted for the position he will occupy in the new firm.

The facilities of the new company are unsurpassed. For its office and storage it occupies the large brick storage warehouse corner Main and Second streets, opposite the New York Central freight house, an ideal location for the business. Its stables are in a large brick building especially erected for the purpose, on Whitesboro street, with accommodations for 80 horses, besides sheds for housing their wagons and trucks. It has in connection a shop for shoeing horses and a wagon repairing plant.

The members of the new company will serve their patrons promptly and satisfactorily and will merit the patronage of business men and all who need their services. The company will give special attention to moving freight to and from the various freight houses. It is fully equipped to handle all heavy materials, such as safes, boilers, machinery and monuments. It also makes a specialty of the packing, moving and storing of household effects. Its large storage warehouse is well equipped for this service and when desired separate rooms will be furnished for this purpose, at a low rate of insurance.

If you wish anything moved and want it done quickly and right, call on the Utica Carting Company, of Utica, N. Y.

The company will also handle crushed stone and sand as heretofore, having the agency from the Synite Trap Rock Company of Little Falls and handling sand from Frank E. Gallop of Boonville.

### PROPER CARE OF BELTS

This is a new booklet of 24 pages, recently gotten up by the Joseph Dixon Crucible Company, Jersey City, N. J. It is divided into three sections, headed respectively: Belts; Belt Dressings; and Hints, Kinks, Tables. The first section deals with the running condition of belts; the second takes up treatment with various preparations; and the third, as the title indicates, has some general points upon belting and its use.

This last section contains a considerable amount of interesting and valuable matter collected from many authoritative sources. It tells what results were secured in a plant where records were kept over a period of years; gives the economical speeds at which leather belts should be run; has some matter telling of the different styles of joints, illustrating three methods of leather lacing; contains rules for calculating speed of pulleys; gives horse power transmitted by various sizes of single and double belts, etc.

Any one who has any amount of belting under his care should have a copy of this booklet. While it is gotten out in the interests of the Traction and Solid Belt Dressings that the Dixon Company place on the market, it contains so much matter of general interest as to be valuable to the practical man.

Those desiring a copy of this booklet may secure same by writing direct to the home office of the Joseph Dixon Crucible Company, at Jersey City, and mentioning this publication.

### THE USE OF COLLAR PADS

A good collar pad is a very essential part of the equipment of a horse, because if the collar pad is bad it hurts the horse, and as a result it cannot pull its load in the best manner. One of the firms that has made a special study of collar pad manufacture is the Burlington Blanket Company of Burlington, Wis. The Joseph Stockton Company, one of the largest and most important teaming firms in the city of Chicago speaking of this recently, said to the Burlington Blanket Company:

"We have been using your Ventiplex Collar Pads for some time, and have found them very satisfactory. We have been so well pleased with them that we will continue to use them in the future."

Similar statements are made constantly by hundreds of other team owners who use these pads.

### "HONEST JOHN" A TEAM OWNER

If you had a million dollars in gold that you wished to send abroad would you call a man in off the street and say to him: "Here, John, take this gold over to the Kaiser Wilhelm der Grosse and bring me the purser's receipt for it?" And would it make any difference to you that the man was not bonded to the faithful performance of this duty? You would not, of course, do anything apparently so hazardous. Nor would you expect a big banking house to do it. Yet that is just what banking houses in Wall Street are doing—have been doing, in fact, ever since long before the Civil war. And some of these houses have the reputation of being ultra conservative in the matter of taking financial risks.

It all depends on the man and Wall Street bankers know the man. They knew his father before him. The father was "Honest John" to them pretty much all of a lifetime—he lived to be nearly 80—and his son, who is now 40, succeeded to the father's business and to his reputation and title as well some eight or ten years ago.

Wall Street's Honest John may be seen any business day in the year standing in front of the Mills building, at No. 21 Broad Street, says the New York "Press." His "office" is a slate, which hangs there and represents him when he is away hauling bullion or coin for some one of his many customers. Honest John's full name is John F. Barkley, but he does business as John F. Barkley & Son, the firm name selected by his father when the present John had become old enough to take a hand and a share in the business.

Just around the corner in Exchange Place stands Honest John's one-horse truck. He has more than one—several, in fact—but there is always one ready there at the corner of Exchange Place and Broad Street, just as Honest John himself is always ready in front of No. 21 Broad Street for a hurry call from one of the banks. He is at his accustomed post when the banks open in the morning, and until after they have closed in the evening. J. P. Morgan nods to him as he passes, most of the old-time bankers and the older members of the Stock Exchange salute him with "Morning, John!" or "Evening, John!" His usual reply is just a terse "Morning, sir!" He never presumes upon his acquaintance with these big men of finance. Nor did his father. Perhaps that is why and how they have in the midst of so much competition managed to build up and maintain a monopoly of the business of hauling gold to and from the steamships for the banks. And this monopoly must be a good one in the matter of

revenue, too, for John F. Barkley & Son do practically no other kind of trucking—except, perhaps, when a downtown bank changes quarters and the firm is called on to move the bank's securities.

Honest John is not bonded. The banks rely absolutely on his honesty, as they in times past depended on that of his father. And that their confidence has not been misplaced may be gathered from the fact that in half a century of service not one penny's worth of the billions in wealth which they have handled has ever gone astray while under their care.

This business of shipping the bullion that Europe gets hungry for every little while is not nearly so complicated as it seems to the outsider. Some one of the big banks' representatives abroad—say the National City Bank's London agent—transmits an order by cable for a million and a half in gold coin. If the bank doesn't happen to have the amount in its vaults it arranges to obtain it from the sub-treasury and a messenger is sent to tell Honest John to take his truck around into Wall Street and receive the gold from the bank's representative. The bank's representative may accompany John to the steamship pier, or he may be instructed merely to tell John to which vessel it is to be taken.

Usually if the amount is in excess of a million John is preceded by an outrider—an ex-cowboy on horseback—who picks the way and whose duty it is to keep the treasure truck from being caught in a jam of traffic and so held up indefinitely. This outrider is one of Barkley's employees. Another employe drives the truck. Honest John himself stands on the truck's rear end, swinging to a stanchion. That is his regular station. In his father's lifetime John used to drive and his father acted as rear guard. Of course, all three of these men are armed and always ready for an emergency which may occur one of these days. Arrived at the pier John superintends the delivery of the gold to the purser, who sees it safely stored in the ship's treasure room, and then receipts for it to John. When the gold is coming in instead of going out this process is merely reversed. A pretty fair idea of the enormous amount of gold handled by John F. Barkley & Son may be had by simply footing up the gold shipments to Europe in the last half century.

### For Sale

Street Sweepers, 20 machines of various makes, in No. 1 condition.

A. H. GREELY,  
1111 Superior Viaduct,  
Cleveland, Ohio.

EQUIP YOUR TEAM WITH U. S. HAMES—THEY ARE STANDARD QUALITY

**INCREASED HIS PLANT**

Martin Strelan, the well known team owner of Dubuque, Iowa, and a member of the board of directors of the National Team Owners Association, recently added considerably to the capacity and facilities of his teaming plant by purchasing the business and equipment of the McElrath Teaming Company of Dubuque.

The Team Owners Association of Greater Kansas City has published its by-laws in new pamphlet form and a copy has been received at the office of THE REVIEW.

**GOOD WISHES**

The wedding of Miss Helen Macbeth Creelman of High Point, N. C., to Jonathan Jackson of Chicago took place on June 1 at the First Presbyterian Church in High Point. Mr. Jackson was at one time prominently connected with the teaming interests of Chicago and many team owners throughout the county know him well. No doubt his friends and acquaintances will be pleased to join THE TEAM OWNERS REVIEW in extending to the newly married pair the best wishes for a long life of happiness.

**ADVERTISERS DIRECTORY**

*When answering advertisements please mention THE TEAM OWNERS REVIEW.*

**AXLES.**

Cleveland Axle Mfg. Co.  
Timken Roller Bearing Axle Co.

**AXLE GREASE.**

Frazer Lubricator Co.  
Dixon Crucible Co.

**BRUSHES.**

Hunter Brush Co.

**COVERS.**

Pittsburg Waterproof Co.  
Rubbertext Cloth & Paper Co.

**DERRICKS.**

W. H. Breen.

**DRAYS AND TRUCKS.**

The Auburn Wagon Co.

**DRAFT SPRINGS.**

Beecher Draft Spring Co.

**HELVE HAMMERS.**

The West Tire Setter Co.

**HOTELS.**

Ponce De Leon, Atlantic City.

**HAMES.**

U. S. Hame Co.

**POLISH.**

U. S. Metal Polish.

**PIANO MOVERS.**

Sycamore Wagon Works.

**REMEDIES.**

Parke, Davis & Co.  
Dr. B. J. Kendall Co.  
Dr. J. C. McKenzie.

**STABLE SUPPLIES.**

Poughkeepsie Fdy. & Mach. Co.  
Gibson Oat Crusher Co.  
The Warren Mfg. Co.  
Taber Pump Co.  
W. I. McDowell & Co.  
The Spencer Mfg. & Machine Co.  
Burlington Blanket Co.  
Phoenix Tannery.

**STATIONERY.**

The Myers & Shinkle Co.

**TIRE HEATER.**

Rochester Tire Heater Co.

**TIRE SETTERS.**

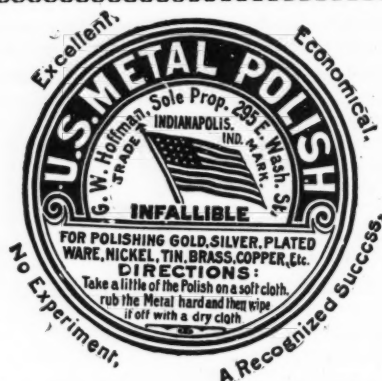
The West Tire Setter Co.

*When answering advertisements please mention THE TEAM OWNERS REVIEW.*



**STORAGE,  
PACKING,  
MOVING**

**INDIANAPOLIS,  
IND.**



**SOLD BY HARNESS DEALERS 3 OZ. BOX,  
10 CENTS. 5 POUND PAIL, \$1.00**

"Please ship us a five-pound pail of U. S. Metal Polish Paste. It is the best I ever used in all my experiences.

Yours truly,

W. T. McFALL,

Prop. The Eureka Hotel, Abbeville, S.C.

## CURE THE SORE ON YOUR HORSE

Work him while doing so if you have to—but a day or two rest is better—yet in either case

### WILSON'S GOLDEN SUCCESS HEALING POWDER

Will actually heal quickly and permanently any Collar or Saddle Galls, Open Sore, Cuts, Burns, Mud Scalds, Scratches, Grease Heel or any wound on Horse or Cattle. A purely antiseptic powder, and with each package goes the endorsement of six hundred physicians.

TRY  
ONE  
PKG.

Send twenty-five cents in stamps to  
**GILBERT BROS. & CO.**  
9-11-13 N. HOWARD ST.  
BALTIMORE, MD.

And receive a package by mail.

Every horse owner should have it.

ASK YOUR DEALER FOR IT HE MAY HAVE IT

**An Advertisement in the Team  
Owners Review brings Results.**

When answering advertisements please mention THE TEAM OWNERS REVIEW.

## Wanted.

Experienced transfer man (a capable business winner) as partner and active manager with old established, profitable and growing Transfer and Livery business, in live northern city of 35 to 40,000.

Infirmity of present owners and growing business, reason for wanting first class man. This is a good opportunity for the right man, who wants to get into an established, well located business, in beautiful, growing city, and stay with it, if he finds all satisfactory. Own well equipped building in best location. Will make proposition as agreeable and attractive as possible.

We want the man and will be glad to give full information and "show you." Give age and experience, and write us. Address M., care THE TEAM OWNERS REVIEW.

## Wanted

We are in the market for two large gear wagons, and five stone jacks and other rigging. In answering give full description of wagon, including size of wheels and axles.

RYAN BROTHERS,

29 N. Clinton St.,

Chicago, Ill.

## New Jersey—Sale

A Splendid Investment.—An elegant Plot, 170x285 feet, on which there is a **Large Livery Stable**, 32 stalls, offices, harness room, wash house, coachhouse and ample carriage room; five teams can be hitched on the floor at once: carriage repository, paint and repair shops: the property entire is for sale, including the carriage business: the stable proper is under lease at \$600 per year: here is a **fine business as well as a splendid investment**, the rental paying good interest on the price asked, less than its value: buildings alone could not be put up for the price of the whole: on busy street, in hustling town, **20 miles from New York**, good trade and old established stand, price of property \$10,000, and \$1,000 for Carriage Business.

**FRANK M. MOORE,**

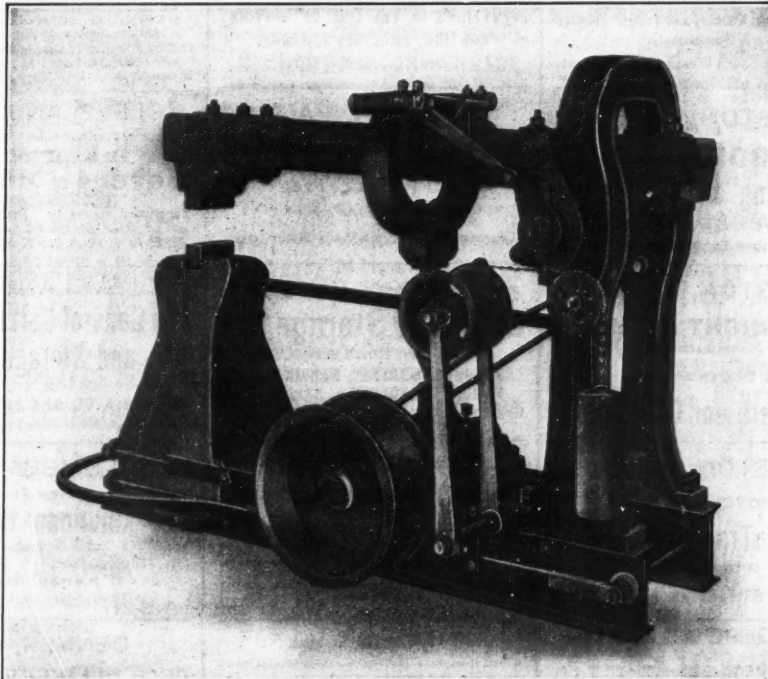
70 Schureman St.

New Brunswick, N. J.



# Rochester Helve Hammer

BUILT IN SIX SIZES.



No Transfer or Carting Company operating a repair blacksmith shop can afford to do without one of these hammers.

Besides doing ordinary forging and drawing work will weld tires, weld axles and handle a variety of work impossible to do under hammers of other makes.

When desired can be fitted with dies for making special shapes same as drop forge work. Will pay for itself quickly in time and wages saved.

If you will write us that you are a "Team Owner" will send descriptive booklet free.

## The West Tire Setter Company,

ROCHESTER, N. Y.

# TRANSFER COMPANIES' DIRECTORY.

Names and Addresses of Prominent Transfer Firms and Forwarders of Freight From All Parts of the Country.

## AURORA, ILL.

**Thompson Transfer & Storage Co.**  
Office, 67 S. Broadway.  
Storage, Drying, Packing and Freight Hauling  
A Specialty.  
Reduced rates South West and North West.

## BOSTON, MASS.

**BOSTON**  
**Forwarding & Transfer Co.**  
General Offices, 310 Congress Street,  
Recognized Forwarding Agents,

## BOSTON, MASS.

**F. KNIGHT & SON,**  
(CORPORATION.)  
61 OLIVER STREET,  
**Forwarders and Contractors**

## BOSTON, MASS.

"WE MOVE EVERYTHING."  
**R.S. Brine Transportation Co.**  
43 India Street,  
**TRUCKING, FORWARDING AND RIGGING,**

## BRIDGEPORT, CONN.

**Lattin Storage and Trucking Co.**  
**TRUCKS, VANS, CARTS, EXPRESS.**  
Consign Carloads or Less to Us for Delivery. Store a Surplus Stock With Us it is ready for Your Trade.  
**TWO STORAGE WAREHOUSES.**  
Office: 365 Water Street.

## BUFFALO, N. Y.

**THE BUFFALO STORAGE**  
**AND CARTING CO.**  
Unsurpassed Facilities for Storing, Handling, Transferring and Forwarding Goods.

## BUFFALO, N. Y.

**Niagara Carting Co.**  
223 Chamber of Commerce.  
**GENERAL CARTAGE & STORAGE,**  
Transferring Car Load a Specialty.

## BUFFALO, N. Y.

**O. J. Glenn & Son**  
**EVERYTHING IN THE LINE OF MOVING,**  
**CARTING, PACKING, STORAGE.**  
Office, 44 Church Street.

## BUTLER, PA.

**CITY TRANSFER**  
JOSEPH BALL, Prop'r.  
Office: 223 Elm Street.  
General Cartage and Storage.

## CANTON, OHIO.

**Cummins Storage Co.**  
310 East Ninth Street,  
**STORAGE, DRAYING, PACKING AND**  
**FREIGHT HANDLING A SPECIALTY.**  
Unsurpassed Facilities for Handling Pool Cars

## CHICAGO, ILL.

**Bekins Household Shipping Co.**  
Shippers of  
Household Goods and Emigrant Movables Only.  
Reduced Rates to Pacific Coast & Colorado  
Offices—First: National Bank Building, Chicago, Ill.  
140 So. Broadway, Los Angeles, Cal.  
12th and Mission Sts., San Francisco, Cal.  
1016 Broadway, Oakland, Cal.

## CHICAGO, ILL.

F. C. Weintz, Pres. & Treas. E. J. Weintz, Sec'y  
**WEINTZ EXPRESS & TRANSFER CO.**  
Custom House License.  
Car load distribution and forwarding a specialty.  
Best facilities in Chicago.  
Established 1887 Incorporated 1897  
Main Office and Warehouse, 55-59 Sherman Street. City Office,  
411 Lakeside Building.  
Teles. Har. 666 & 607. Tele. Har. 5549.

## CINCINNATI, OHIO.

**THE**  
**MERCHANTS DRAYAGE CO.**  
Special attention given to the  
distribution of Carload  
freight.  
Phone 1683. Office, No. 6 W. Third St.

## CINCINNATI, OHIO

John B. Stueve Harry J. Stueve  
**John B. Stueve & Son**  
**Express**  
Car Loads Distributed and Forwarded.  
Phone, West 1740. 842 W. Sixth St.

## CINCINNATI, OHIO

**NOTICE TO SHIPPERS.**  
**OHIO & KENTUCKY EXPRESS**  
We can handle your shipments to Covington or Newport, Ky., and save time and expense.  
Ship to Cincinnati, Ohio, in our care.  
Special attention to distributing carload freight.  
Cincinnati, 204 E. 6th St., Phone 937 Canal  
Newport, Ky., 1013 Vine St. 101 X So.

## CLEVELAND, OHIO.

Cuy. Phone, Central 928 L.  
**Winkler & Lapo**  
**Movers of Buildings**  
5323 Lorain Avenue,  
Erecting a Specialty. Prompt and Careful  
attention given to all work.  
**GENERAL TEAMING.**

## CLEVELAND, OHIO

**The General Cartage**  
**and Storage Company.**  
No. 1111 Superior Viaduct.  
**CARTAGE, STORAGE & PARCEL DELIVERY,**  
Car Loads Distributed and Forwarded,

## COLUMBUS, OHIO.

"We Deliver The Goods"  
**The American Delivery Co**  
352 N. High St.  
**Transfer. Storage.**  
**Forwarding.**  
H. G. Stouffer, Manager.

## DENVER, COL.

**PECK DELIVERY COMPANY**  
S. C. PECK, Proprietor.  
Manufacturers' Agents and Distributors.  
**STORAGE, PACKAGE DELIVERY.**  
Distribution of Large or Small Consignments a specialty.

## DENVER, COL.

**THE WEICKER-CLIFF**  
**TRANSFER AND STORAGE COMPANY,**  
Office, 1038 Seventeenth St.  
Warehouses, 1133-37 Ninth Street,  
1429-39 Wewatta Street.  
Distribution of Car Lots a Specialty.

## DES MOINES, IOWA.

**Blue Line Transfer Co.**  
311 FIFTH ST.,  
**STORAGE and FORWARDING,**

When answering advertisements please mention THE TEAM OWNERS REVIEW.

## TRANSFER COMPANIES' DIRECTORY—Continued.

DES MOINES, IOWA.  
**MERCHANTS TRANSFER CO.,**  
 WAREHOUSEMEN  
 AND  
 FORWARDERS.

DETROIT, MICH.  
**H. J. READING TRUCK CO.**  
 Office: 20 E. Woodbridge St.  
**GENERAL CARTAGE AGENTS,**  
 For "abash and Canadian Pacific Railways.  
 SUPERIOR FACILITIES FOR HAULING AND  
 ERECTING ALL KINDS OF MACHINERY.

EL PASO, TEXAS.  
**Pomeroy's**  
**El Paso Transfer Co.**  
 Offices: 300 to 310A South Oregon Street,  
 and Union Passenger Depot.  
 General Transfer and Heavy Trucking of all kinds  
**Storage.** Large or small consignments  
 given prompt attention.

ERIE, PA.  
**THE ERIE STORAGE**  
**AND CARTING CO.**  
 Two Warehouses located on  
 Trackage of L. S. & M. S. R. R.  
 The Only Exclusive Warehousemen.

FORT WAYNE, IND;  
**Brown Trucking Co.**  
 Moving, Carting, Storage and  
 Distributing,  
 125 W. Columbia Street.

FORT WORTH, TEXAS.  
**BINYON TRANSFER & STORAGE CO.**  
 FRONT AND TROCKMORTON STS.  
 Receivers and Forwarders of Merchandise,  
 Furniture Stored, Packed Shipped and Moved.  
 Hauling of Safes, Machinery and Freight  
 a Specialty. Telephones 187-

FRANKLIN, PA.  
**S. T. Karns Sons Co.**  
 MOVER, TRANSFERRER, STORER  
 AND FORWARDER,  
 159 THIRTEENTH STREET.

GENEVA, N. Y.  
**P. O'MALEY**  
 Proprietor  
**City Truck Line**  
 Office No. 78 North St.  
 Unsurpassed facilities for Storing, Handling,  
 Transferring and Forwarding Goods.

HARTFORD, CONN.  
**The Bill Brothers Co.**  
**TRANSFER & STORAGE,**  
 Special Facilities for Moving Machinery,  
 Safes, Furniture, Pianos, etc.  
**STORAGE WAREHOUSES** with separate  
 apartments for Household Goods, and  
 Railroad Siding for Carload Shipments

HELENA, MONT.  
**Benson, Carpenter & Co.**  
**RECEIVERS & FORWARDERS**  
 Freight Transfer and Storage Warehouse  
 Handling "Pool" Cars a Specialty  
 TRACKAGE FACILITIES

HOLYOKE, MASS.  
 Trucking of all descriptions,  
**WM. H. MOREHOUSE Transfer,**  
 105 Main Street,  
 Phone Conn. Holyoke, Mass.

HOLYOKE, MASS.  
 THE  
**Sheldon Transfer Co.**  
 Express Trucking, Heavy Teaming,  
 General Forwarders.

KOKOMO, IND.  
**J. L. Griffith & Son,**  
 Household Furniture Storage Co.  
 Both Phones Cor. Buckeye & Taylor Sts.  
 No. 29. ALL KINDS OF TEAMING.

LANCASTER, PA.  
**Keystone Express Co.**  
 General Transfer and Drayage.  
 Office: Cor. Prince and Chestnut Streets,  
 T. N. Hostetter, Mgr.  
 Furniture and Merchandise of Every Description  
 carefully handled.  
**RECEIVERS AND FORWARDERS:**

LEOMINSTER, MASS.  
**W. K. MORSE,**  
 Light and Heavy Trucking of All Kinds,  
 Office and Stables, rear 83 Mechanic St.  
 Residence, 147 Whitney St.

LOWELL, MASS.  
**THE STANLEY**  
**TRANSPORTATION CO.**  
 12 THORNDIKE STR.  
 CONNECTED WITH ALL RAILROADS IN  
 LOWELL.

McKEESPORT, PA.  
**McKeesport Transfer & Delivery Co.**  
 S. BIDDLESTONE, Pres.  
 SHIPPING & FORWARDING AGTS.

MANSFIELD, OHIO.  
**COTTER**  
**Transfer and Storage Co.**  
 General Hauling and Storage.

MILWAUKEE, WIS.  
**Kinsella Transfer Co.**  
 617 CLINTON ST.  
 WE MOVE EVERYTHING.  
 ALL KINDS OF TEAMING.

MINNEAPOLIS, MINN.  
**CAMERON'S**  
**Transfer & Storage Co.**  
 200 Nicollet Avenue,  
 Unsurpassed facilities for Storing,  
 Handling, Transferring and  
 Forwarding Merchandise  
 and Household Goods.

NAUGATUCK, CONN.  
**Clark's Naugatuck Express**  
**MOVING, PACKING & STORING**  
**OF FURNITURE & PIANOS.**  
**GENERAL HAULING.**  
 P. O. Box 151. Residence 25 Cherry St

NEW BRUNSWICK, N. J.  
**Empire Trucking Co.**  
 LIGHT AND HEAVY TRUCKING, STORAGE,  
 TRANSFERRING and FORWARDING of GOODS  
 Manufacturers of Wales Patent Hoist  
 for pianos, safes, etc., strongest,  
 simplest and most efficient.

NEW HAVEN, CONN.  
**The Peck & Bishop Co.,**  
 Offices, 183-185 Orange St., 25 Union St.,  
 Passenger Depot.  
 Best of Facilities for Moving Furniture,  
 Pianos, Safes, Machinery, Etc.  
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